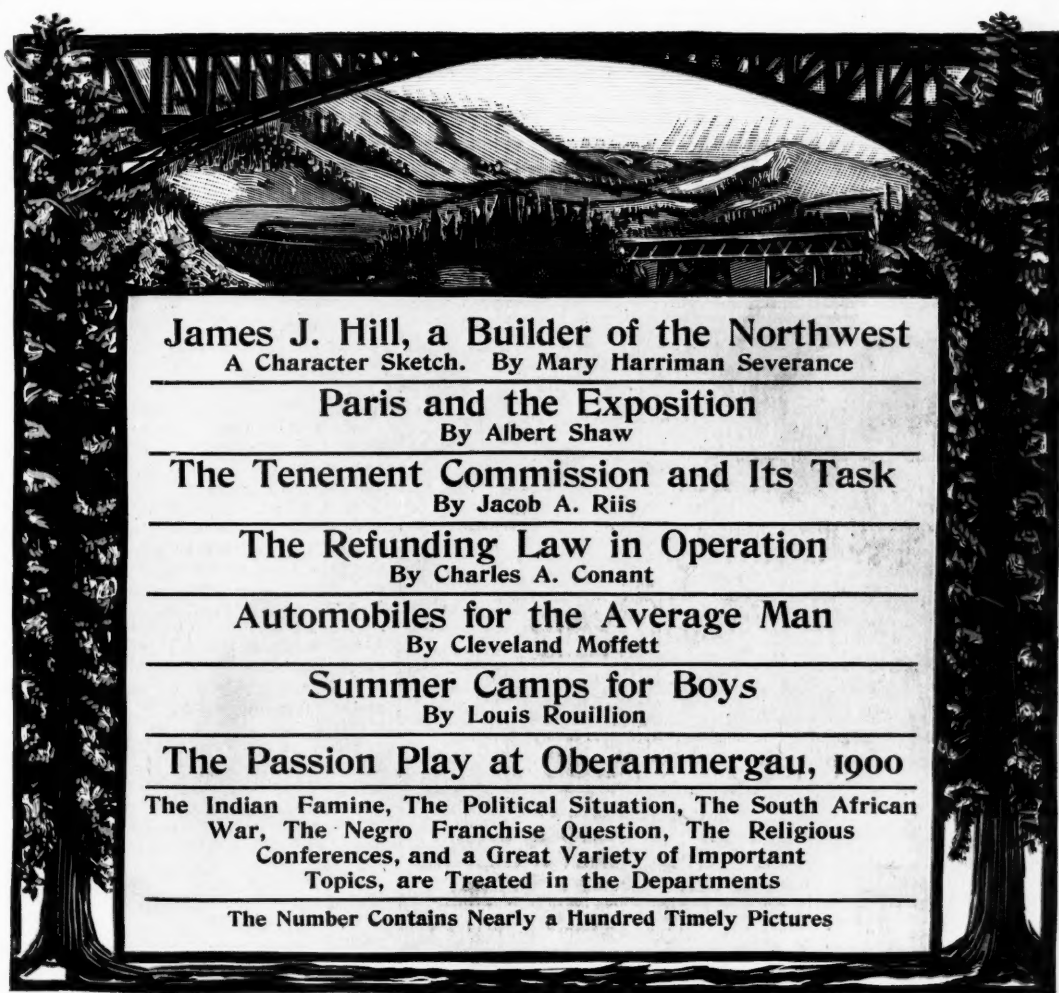


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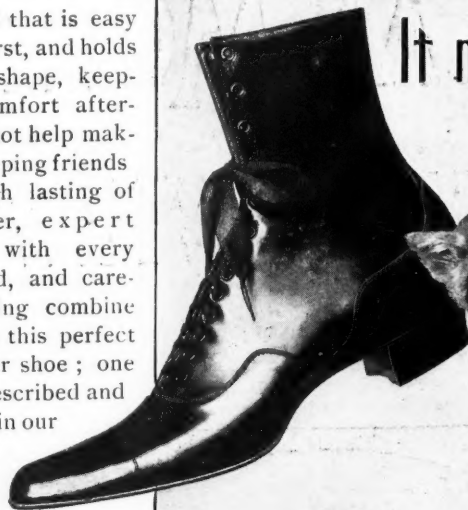
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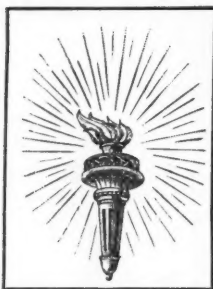
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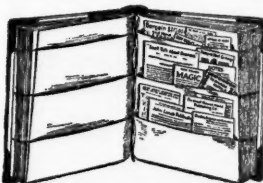
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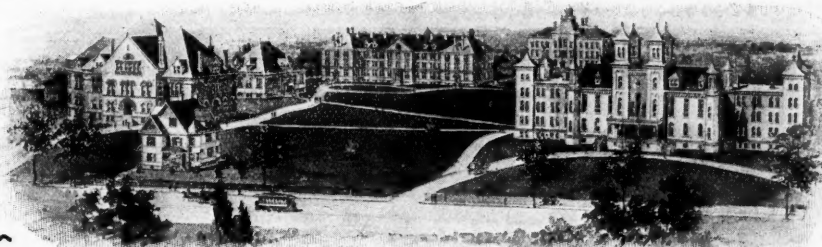
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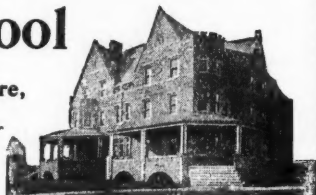
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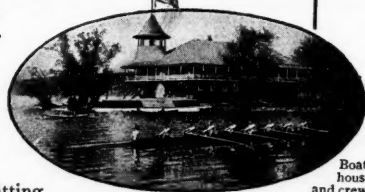
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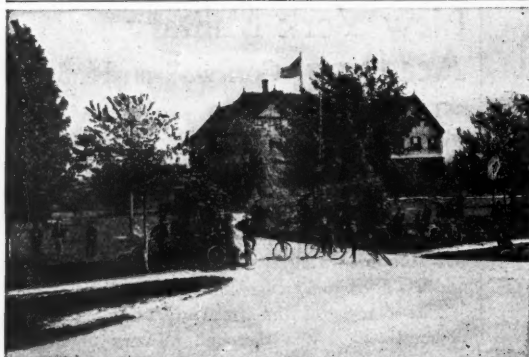
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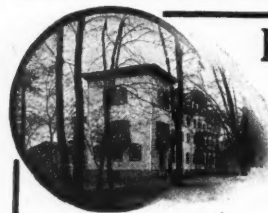
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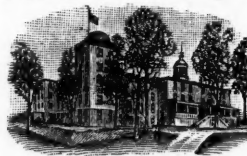
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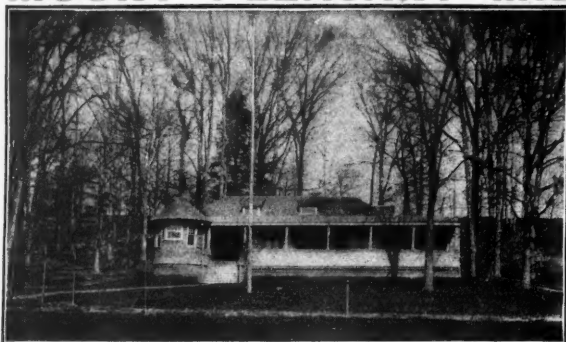
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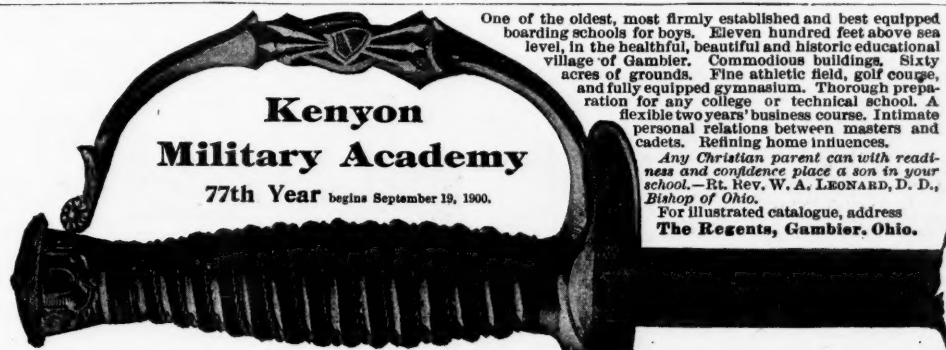
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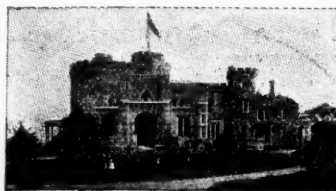
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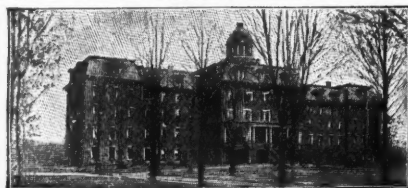
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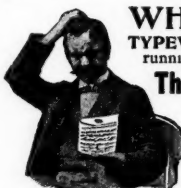
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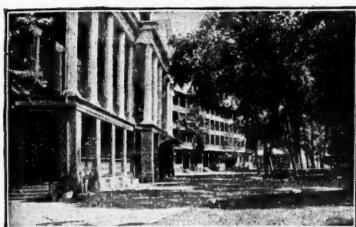
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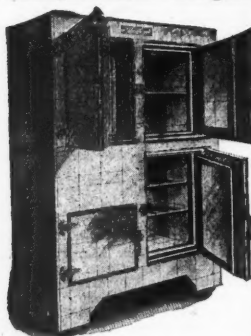
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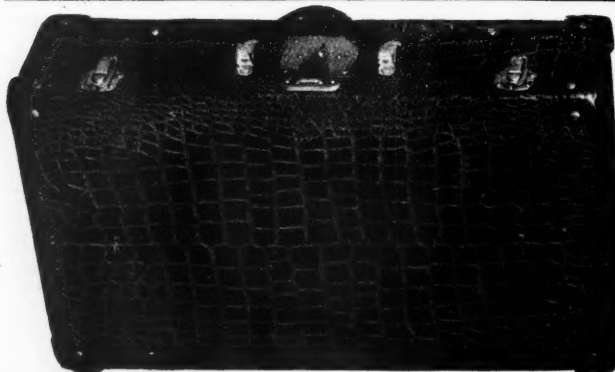
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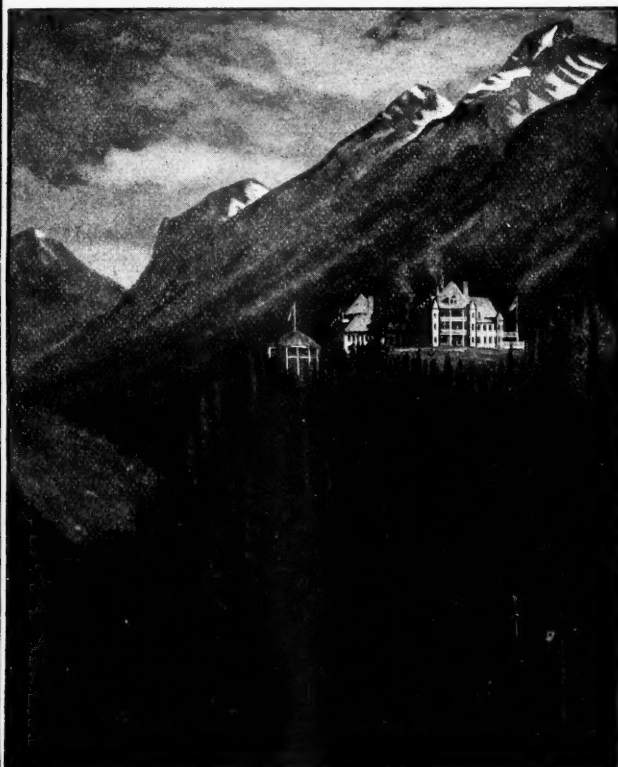
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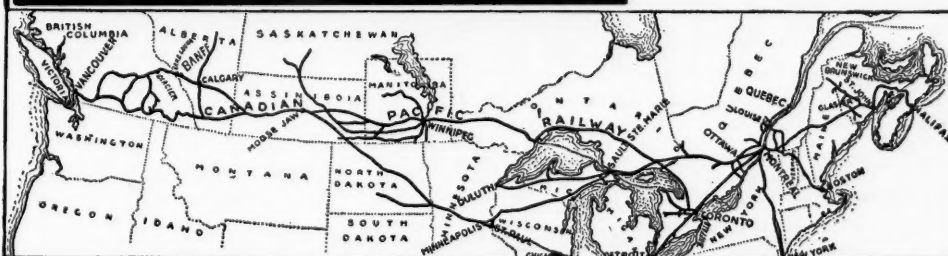
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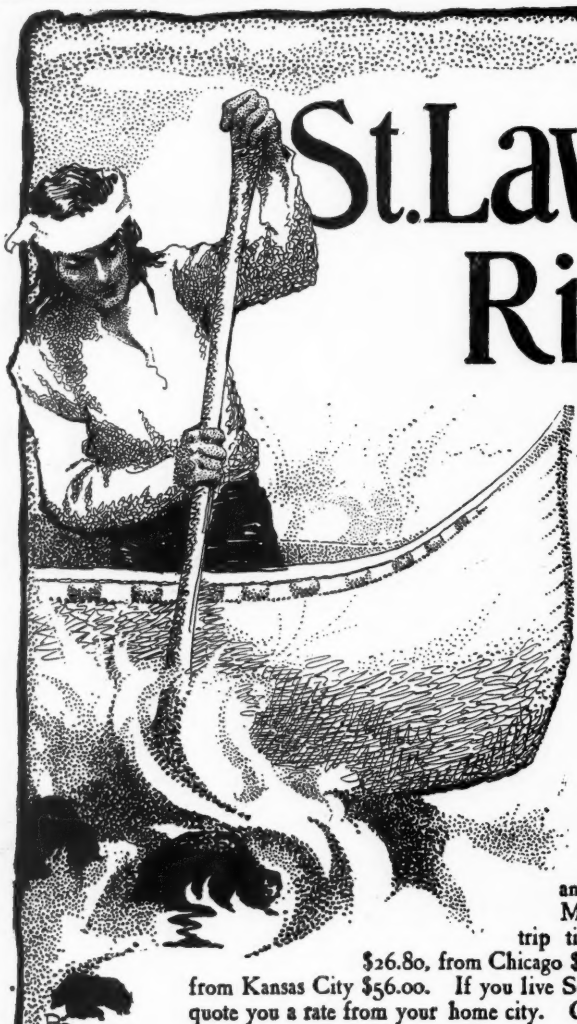
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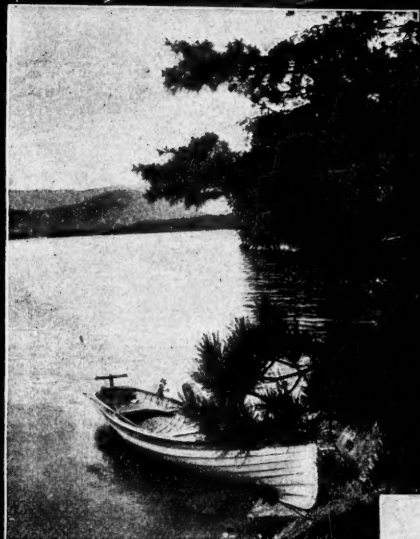
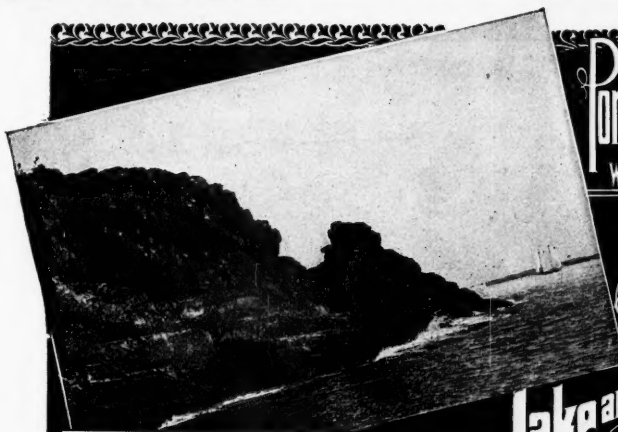
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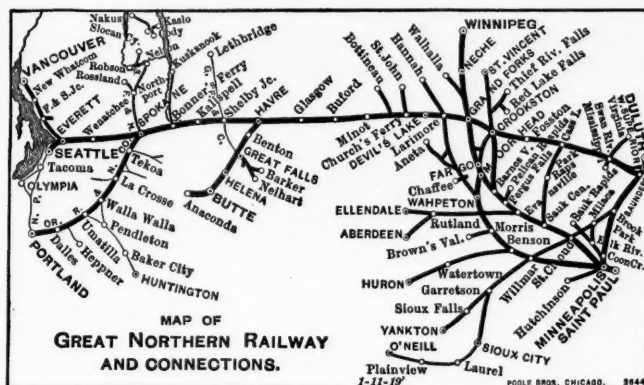


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THE RIGHT HON. GEORGE N. CURZON, VICEROY OF INDIA.

THE AMERICAN MONTHLY

Review of Reviews.

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No. 6.

THE PROGRESS OF THE WORLD.

*India's
Terrible
Famine.*

Within the past month America has awakened to a realization of the fearful plight of India. The meeting of the Ecumenical Conference in New York, and the harrowing stories of the delegates from India, opened the eyes of thousands of Americans to the extent and intensity of this famine. Many keen-sighted Americans, fresh from their travels in India, have reminded us that it is the Indian missionary rather than the British civil or military officer, necessary as he is, who is in closest touch with native life in India. The missionary can speak of India's woe from his experience within the famine-stricken homes. The situation this summer is appalling. No less than 40,000,000 of people are actually famine-stricken, while more than 20,000,000 in addition are suffering, to a greater or less degree, from scarcity of food. It is difficult, indeed, for an American to grasp the idea of a population almost equal to that of the United States without food sufficient to keep living; of thousands of men, women, and children actually dying every day because there is

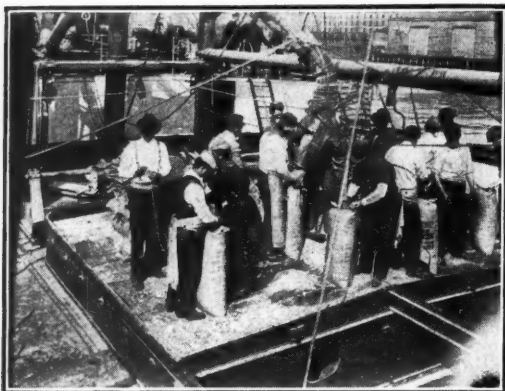
no breakfast, dinner, or supper for them. Yet such is the literal truth in central and western India to-day. In a great arid tract of 300,000 square miles there is no money to buy the grain which has been grown in the more fortunate parts of the land. The people are trying to eat berries, roots and grass; parents are selling their children to buy food; men, women, and children are dying on the roadside, without the strength to reach the relief works instituted by the government; nearly 6,000,000 people are employed on these works, and the number is growing at the rate of 200,000 per week. It is admitted on all sides that the famine is vastly worse than that of 1897, and it is feared that it may be as bad as that of 1877, when 6,000,000 people actually died of starvation. In the parched country there is nothing for the cattle to eat, and they are dying—to add the final touch of misery to the situation. In one district, an official report says, 1,000,000 cattle have died of starvation. As the cattle are absolutely necessary in almost every phase of Indian agriculture, this will prove a much more lasting blow than the failure of the crops. Lord George Hamilton, secretary of state for India, recently announced in the House of Commons that, even with good climatic conditions during the next seasons, it will take six years for central India to recover from this loss of live-stock. Men and women will actually be forced to draw the plows and to transport the crops with their own hands.



THE FAMINE AREA IS SHOWN IN SOLID BLACK.

*The Cause
of the
Famine.*

India is a country not quite half as large as the United States, with four times its population. These 300,000,000 people must be fed from their own crops, as there is, relatively, no manufacturing resource to buy food with. There are parts of India with a population of 1,000 people to the square mile; and there are millions upon millions of farm laborers, vagrants, gypsies, and nondescript classes, whose means of living, even in times of plenty, are inscrutable. In a normal year the

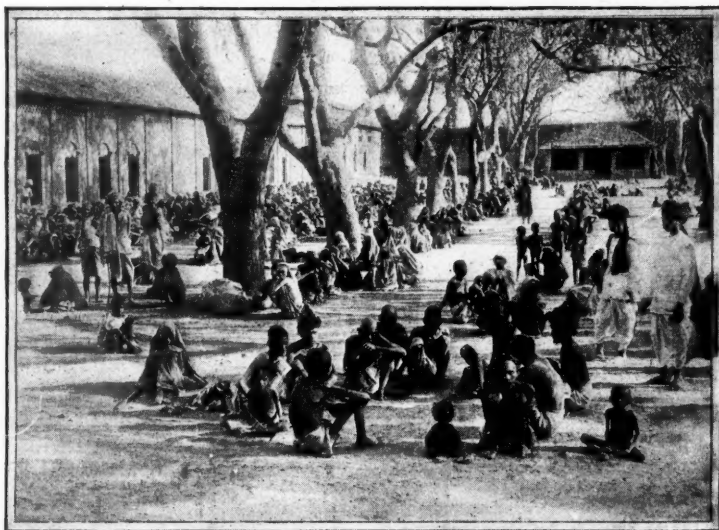


LOADING AMERICAN CORN ON THE STEAMER "QUITO" FOR THE FAMINE SUFFERERS.

country, as a whole, produces a little more food than is actually necessary to support its people. But the crops are dependent on the monsoons—the southwest monsoon in the beginning of summer, and the northeast monsoon in the winter. If these periodic rains are late, or are insufficient in quantity, trouble comes, and the spring and winter crops of wheat, barley, and pulses in the north, and of rice and millets in the south, begin to suffer. When the monsoons fail absolutely, there is destitution in the affected district, and when a persistent succession of failures and partial failures occurs, there comes a great and terrible famine, like that the country is now groaning under. Since the first great famine of which there are records devastated the land in 1770, when 10,000,000 perished in Bengal alone, India has scarcely passed a decade free from scarcity of grain in one district or another. The British Government expects a drought about twice in every nine years, a famine once in every eleven or twelve years, and a great famine like the present about twice in a century.

What Great Britain is Doing. It cannot be said that the British Government has sought to evade the responsibility of feeding these starving millions. On the contrary, it has a most complete system of videttes to anticipate troubles in any

district, of government works to give destitute people a chance to earn their living, of government funds to feed those who cannot possibly work. It has a famine code, which reduces to a science the various operations of locating, estimating, and fighting the famine. It has many noble servants who give themselves up to the task of feeding the starving. From Lord Curzon and Lady Curzon down, the entire governmental body is giving of its own resources, is stirring the whole civilized world to aid, is devoting magnificent energy to the task of giving the wisest and most far-reaching relief. Yet, the best that can be done is pitifully inadequate for such a huge task. There are areas of thousands of square miles absolutely destitute; and what can a few thousand Englishmen do with the vast populations in the Native States? The subordinate native officials are generally dishonest, and if the work of relief is to be effective, the last step of its administration must be conducted by white men. The starving people are restrained by caste prejudices and religious rules, as well as by the inertia of squalor, from making any effort to procure relief until the last moment. Then, with hundreds of miles to drag their way to reach relief, their strength does not suffice; the missionaries tell ghastly stories of parties of destitute people arriving at the relief works only an hour or so too late. The 6,000,000 people now laboring on the government works include men, women, and children. They break stones for highways, dig wells, transport earth on irrigation works, build huts, and help on the fam-



STARVING NATIVES WAITING FOR GOVERNMENT RELIEF.

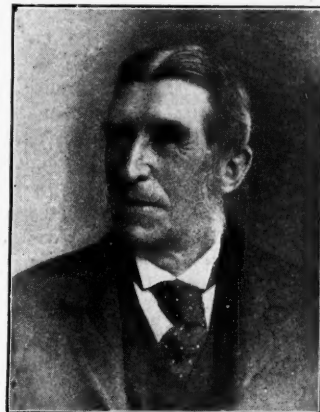
ine railroads. For this work, the men receive about three cents a day; the women and children less. The tasks are made as light as possible, and are proportioned according to the capacity for work of the individual. The aim is to give just enough money to enable the destitute to buy food; and it has been found that where it is physically possible for a sufferer to work, it is kindness to make him or her earn the pittance. The millions now employed on the relief works bring their families with them and camp in squalid villages near the roads and dams on which they are laboring. The overcrowding of these villages, and the utter misery of the occupants, are causing fearful inroads of disease and an almost hopeless moral degradation. To the starving ones that are unable to work, food is doled out. To supply this there is the Famine Insurance Fund, maintained by an annual tax, and charitable contributions from wealthy Indians—Lord and Lady Curzon themselves have given \$3,000—the English Mansion House Fund, and donations from America and other countries.

With the realization in America of this great calamity has come a rapid determination to send a generous contribution to the relief fund. Aroused by Dr. Sheldon's editorials in the *Topeka Capital* on the famine situation, Kansas began to take subscriptions of corn for India, with Governor Stanley



THE AMERICAN MISSIONARY COMMITTEE TO DISTRIBUTE SUPPLIES FROM THE UNITED STATES.

at the head of the movement. Twenty thousand bushels were forwarded to New York and sent to India by the steamer *Quito*, which was chartered by the United States Government to convey the supplies raised by the *Christian Herald*. The ship sailed on May 10 with 5,000 tons of corn, which, with various contributions of money, is to be distributed in India by an interdenominational committee of missionaries. The Ecumenical Conference, when in session in New York, appointed a committee of one hundred of the foremost citizens



MR. WILLIAM E. DODGE.

of the metropolis to raise funds for the work of relief, and the executive committee of this organization is setting to work with zeal to cover the whole country with its propaganda. Mr. W. E. Dodge is the chairman, and Mr. John Crosby Brown, treasurer. Contributions are sent to Brown Bros. & Co., 59 Wall Street, New York. Mr. Dodge's committee has applied to the mayors of all American cities to aid in the work. The mission boards of the various churches are raising funds in their respective fields, and money sent to the treasurers of the various boards will be wisely used. Churches are taking special collections, and hundreds of influential newspapers are starting subscriptions. A cargo of corn sent to Chicago to be sold for the benefit of the famine sufferers sold for sixty-five cents a bushel, twice as much as it was worth—an evidence of the strong appeal the situation is making to American hearts. Canada is raising relief money; and, with the Lord Mayor's London fund of over \$1,000,000, an energetic subscription in Berlin and other European cities, there will undoubtedly be a saving of hundreds of thousands of lives through relief measures outside of the efforts of the British Government. When three cents earned a day will keep the laborer on the relief works alive, it is pleasant to figure out the results of these millions of dollars sent to India, and to know that the end of the century facilities for transferring money by cable make it sure that the relief will reach its destination almost immediately.

The Ecumenical Conference on Missions.

The Ecumenical Conference on Missions, held in Carnegie Hall, New York City, April 21-May 1, was remarkable for its dimensions, its quality, and the popular interest it inspired in subjects like the Indian famine. Nothing like it, in size and ecumenicity, has ever been seen in this country; nor have either of the two previous similar conferences held in Great Britain ever approached it. One hundred and fifteen missionary societies or boards, working in 48 different lands, were represented. The number of delegates was 1,500, of whom more than 600 were missionaries. The 75 main and sectional sessions of the conference had an estimated attendance of 163,000 persons, and 50,000 people attended the exhibit of missionary literature, etc., held in an adjacent parish-house. The press of New York gave an unusual amount of attention to the meetings, and thousands who were not present, through verbatim reports of the speeches, have been informed and inspired by the deliberations of the experts. The President of the United States, Governor Roosevelt, of New York State, Admiral Phillip of the Navy, U. S. Commissioner of Education Harris, Presidents Low of Columbia, and Angell of Michigan Universities, and many of the most eminent leaders of the business world honored the conference with their presence and with words of praise for the mission cause and the important educational and political ends which foreign missions subserve. The honorary president of the conference was Hon. Benjamin Harrison, ex-President of the United States, whose address on taking the chair was one which will ever be quoted by friends of missions as a classic deliverance on the fundamental relations between Christian missions and the extension and preservation of civilization. The conference was a deliberative, and not a legislative, body; and hence it is impossible to point to any definite resolutions as embodying the consensus of opinion. But it was clear, to those qualified to judge, that the conference marked the beginning of a new epoch of comity at home and abroad in mission-work. The missionaries at the front and the laymen at home are weary of denominational strife. Hereafter there will be more economy of administration at home, and less overlapping of fields abroad. The presence of veteran missionaries, scarred with wounds, men like John G. Paton, of the New Hebrides, William Ashmore and J. Hudson Taylor, of China, Bishop Thoburn and Jacob Chamberlain, of India, and Bishop Ridley, of British Columbia, added much to popular interest in the conference, and made it memorable. Dr. Paton's plea for action by the United

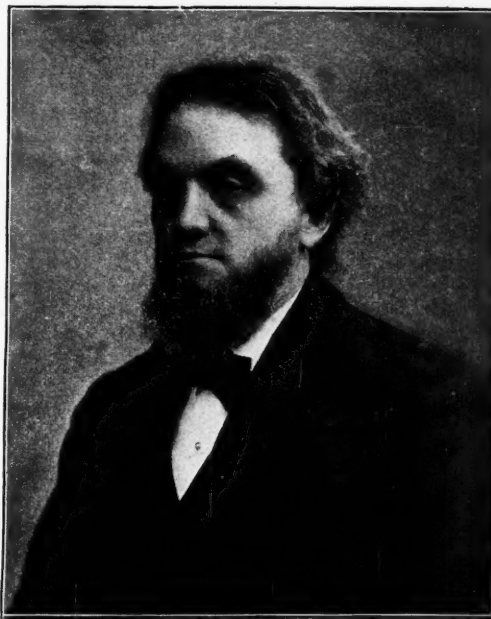
States Government in putting an end to trade in liquors among the natives of the New Hebrides always deeply stirred the audiences which he addressed, and one of the by-products of the conference was the organization, in the United States, of a branch of the British Society for the Protection of Native Races—a society which has for its mission the securing of governmental action against those who traffic in liquor and in slaves.

The Methodist General Conference.

The twenty-third quadrennial General Conference, which opened in Chicago the first week in May, and was in session up to the 29th, has been the most important meeting of the highest court of the Methodist Episcopal Church of the North held since the separation of the Church, North and South. By its action the first day of its session, it at once gave the laity parity of standing in the General Conference; thus democratizing, in some degree, a denomination which has been peculiarly undemocratic in its structure, notwithstanding its peculiar mission to the people. The officials and delegates then turned to consideration of future relations of comity with the branch of the denomination in the South; to the consolidation of denominational societies and the abolition or combination of denominational newspapers, and thus the possibility of eliminating wasteful multiplication of officials and machinery; to the modification of the rule of the Discipline prohibiting amusements of a certain sort to church members, which rule it has been found impossible to enforce, and which has proved deterrent in its effect on those who otherwise might have joined the denomination; to the defining of the authority and scope of work of the missionary bishops of the Church; and to a consideration of the influences at work lessening the grip of the Church upon the world and the loyalty of church members to denominational agencies. Removals by death and the waning physical power of several of the bishops made it needful for the Conference to elect two bishops. The demands of the work in foreign lands made necessary especial consideration of the best methods of superintending the growth of the Church there. The independent press of the denomination, prior to the assembling of the conference, had called vigorously for investigations of certain facts and tendencies in the lives of the officials of the Church; and the temper of the conference reflected this disposition to probe alleged or real scandals to the bottom. With the accession of lay members the conference took on virility and showed a disposition to improve denominational affairs, no matter what obstacles lay in the way.

*The
Populist
Factions.*

The two Populist conventions which met on May 9 received about equal attention from the daily press. The Middle-of-the-Road or Anti-fusion Populists, who met in Cincinnati, polled in 1898 hardly as many votes in all the Northern States combined as the Socialists polled in the single State of Massachusetts. The strength of this organization is claimed to be largely in the South, while the fusion movement has attained its greatest growth in the States of the Northwest. And yet this convention at Cincinnati received many columns in the press dispatches, while the Socialist convention, held a few weeks earlier in Indianapolis, received barely a few lines. The present indications are that the Indianapolis ticket—Debs and Harriman—will be more generally supported by the uncompromising radicals of the country than the ticket named at Cincinnati—Wharton Barker and Ignatius Donnelly. The Populist convention held at Sioux Falls, South Dakota, on the other hand, represented a powerful element in the political life of the country. In 1894 the Populists polled upward of a million votes, and the support which nearly all of them gave to Mr. Bryan in 1896 and promise to give to the Democratic party so long as the Chicago platform remains its creed, has been the greatest obstacle to

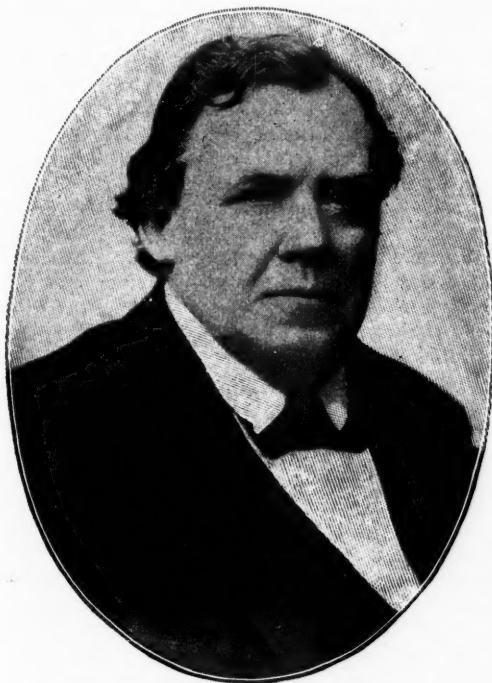


MR. WHARTON BARKER.

the success of the efforts of Eastern Democrats to bring their party back to its old conservatism.

*The
Fusion
Programme.*

The practical certainty that Mr. Bryan would be nominated by the Democrats made the Populist leaders anxious that their convention should facilitate the complete fusion of all the elements which worked together in 1896. At a conference of Populists, Democrats, and Silver Republicans, held in Chicago just before the Sioux Falls convention, it was agreed that the Populist leaders should try to get their convention to leave the selection of the candidate for Vice-President to a committee which should confer with the Silver Republicans and Democrats at Kansas City; but that, if this effort failed, ex-Congressman Charles A. Towne, of Minnesota, should be named for the place. The only serious contest in the convention was over the alternative here presented. Mr. Bryan was nominated by acclamation; and a platform was adopted which went beyond the platform recently adopted by the Nebraska Democrats only in the explicitness with which it urged public ownership as the remedy for railway discriminations in favor of trusts. As regards the increase of the currency, the Populist convention was more conservative than the Democratic, inasmuch as it urged that the new issue of silver currency demanded should be used, "dollar for dollar," to retire notes issued by the banks, under the re-



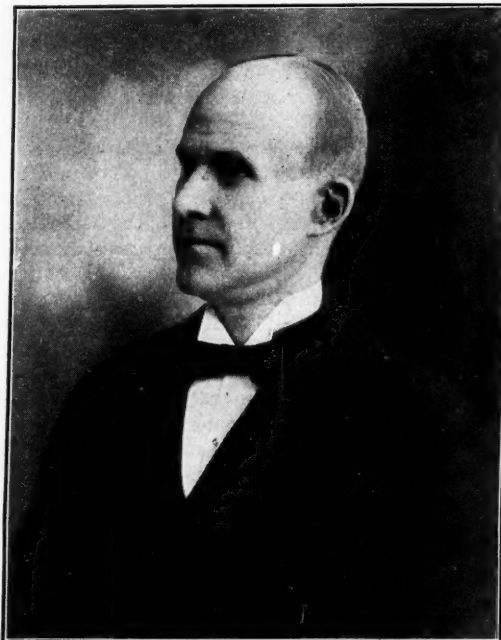
HON. IGNATIUS DONNELLY, OF MINNESOTA.

cent currency act. Thus far all was harmony, and promised complete unity of action among the fusion parties. When, however, it came to the matter of nominating a candidate for Vice-President, the leaders who undertook to have the choice left to a committee found that they had against them not only a strong party sentiment that the party should nominate a full ticket, but also a strong personal enthusiasm for Mr. Towne as the nominee. By a vote of two to one, the convention decided to nominate, and then, by acclamation, chose Mr. Towne. The candidate chosen is a man forty-one years of age, who, in 1894, was elected to Congress from the Duluth district in Minnesota as a Republican, receiving 18,000 votes as against 12,000 for his Democratic and Populist opponents combined. On the floor of the House he became the recognized leader of the Silver Republicans, and when the silver issue became the dividing one he gave his support to Mr. Bryan. For several years he has been the official head of the Silver Republican party; but his nomination, instead of accenting the silver issue, rather lends emphasis to the issue of "imperialism;" as Mr. Towne's readiness to subordinate every other issue to that of the independence of Cuba and the Philippines has led the Silver Republicans of Minnesota to take the name of Lincoln Republicans. Mr. Towne's acceptance by the Democrats at Kansas City seems probable.



Photo by Mandelkern, New York.

MR. JOB HARRIMAN.



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MR. EUGENE V. DEBS.

*The
Presidential
Situation.*

The Populist convention at Sioux Falls did more than nominate its candidate and define its principles; it also nominated the Presidential candidate for the Democratic party and dictated its platform. What was before a strong probability is now a moral certainty—Mr. Bryan will be renominated at Kansas City. He is now in the race, and there are no reasonably conceivable circumstances that will allow his withdrawal. Nor can the Kansas City platform be essentially different from that of the Sioux Falls convention. It may be more extensive or less; but the main planks must be the same, else the joint candidate is placed in a perilous posture. The Democratic party must, therefore, find itself in some embarrassment and possibly in humiliation. The chairman of the Populist convention boasted that "if the People's party were to indulge in such a parade (as the Alexanders and Cæsars after their wars of triumph) they would have the right to lead in procession before the assembled people and the Government as their chief and greatest captive the Democratic party and the platform they had adopted." The conquest seems now complete; for while in 1896 the Democrats invited the indorsement of the Populists by anticipating their platform, they are now to be merely the indorsers of the Populist candidate and programme. The forces are to be the same as in 1896, so far as we

can now see ; but the Populists have the prestige of the nomination and the position of honor in the battle. Ex-Congressman "Jerry" Simpson, with others, urged that as they had nominated a Populist and not a Democrat for President, they should allow the Democrats to select the candidate for Vice-President from their ranks ; but even this concession was refused, that the People's party might preserve its integrity. The nomination of Mr. Towne for the vice-presidency would seem still further to embarrass the Democrats ; for if he is not indorsed by them, it may be at the peril of the estrangement of his devoted supporters. At any rate, every step so far taken is in the direction of the further alienation of the old-fashioned Democrats—of those who were the backbone of the party in the days of President Cleveland. It is conceivable that, unhampered by the action of the Populists, the Bryan Democrats might without sacrifice of principle, but with readjustment of the old issues in a new relationship and the addition of others, have invited back to them this large contingent that helped to make Mr. McKinley's election possible. That opportunity seems now to be gone.

Republican Indorsement of the Administration. Meanwhile, the Republican conventions held throughout the country, and especially in the States where the party is strongest, have declared for President McKinley's renomination with a unanimity quite new to this generation. The Administration has been heartily commended, and in many instances delegations have been instructed to vote for Mr. McKinley at Philadelphia. He is unmistakably his party's candidate to-day, as he was four years ago. The resolutions of these State conventions quite generally condemn trusts—in some instances demanding a constitutional amendment giving Congress power over them—and express confidence in the ability of the Republican party to deal with the various problems growing out of the war with Spain.

Admiral Dewey's Tour. The anti-Bryan Democrats may have had a passing hope that Admiral Dewey might gather the strength of the old Democracy about him ; but the response which the ill-timed announcement of his ambition called forth from all parts of the land—the fact that he has taken a stand for no principle, and the instruction of one State delegation after another for Bryan in spite of this announcement—soon dispelled this hope. Nor has there been found sufficient warrant for his independent nomination. His trip through the West and the South has awakened great and genuine enthusiasm ; but it was for him as hero of Manila, and

not as a possible Presidential candidate, we are bound to believe. There are evidences of a universal regret that he should have been persuaded to this step that has given him only chagrin and pain, and he is excused his blunder by the de-



HON. CHARLES A. TOWNE, OF MINNESOTA.

votion of millions whom he will not find ungrateful. The republic will appraise with increasing value his service, but it is in no temper now to give an office of such tremendously large present import merely as a token of gratitude. The whole country has watched the Admiral in his journeys through the country, but not with jealous eye; and now that he is back, it is disposed with him to wonder how he could have been persuaded to think that he would like to be President. He has a high and unique position, the universal esteem of his countrymen, and the satisfaction of having performed a greater service than he should find opportunity to give again to his country, even as her President.

The Contested Senate Seats. During the session of Congress just about to close, the Senate has been required to expend much time and nervous energy in the consideration of undecided claims to two of its seats. Late in April, by the exceedingly close vote of 33 to 32, it was decided that former Senator Matthew Stanley Quay, of

Pennsylvania, was not entitled to a seat on the appointment of the governor of his State, the Legislature having failed to choose his successor. There was ample precedent for this action on the part of the Senate; nevertheless, the country was surprised. In the meantime the Committee on Privileges and Elections, after an exhaustive inquiry into the charges of bribery brought against Mr. William A. Clark, of Montana, had unanimously reported a resolution that Mr. Clark was not duly and legally elected to a seat in the Senate of the United States by the Legislature of the State of Montana. Pending action by the Senate on this resolution, Mr. Clark, on May 15, made a statement in the Senate denying the charges, and announced that he had tendered his resignation. Following close on the heels of this announcement came the report from Montana that the resignation had been accepted, and Mr. Clark himself appointed to fill the vacancy caused thereby. The officer who made the appointment was Lieutenant-Governor Spriggs, acting in the absence of Governor Smith. No one questioned the power of the acting governor to make the appointment if a vacancy had actually been caused by Mr. Clark's resignation; but it was contended that, if the Senate were to adopt the report of the Committee on Privileges and Elections, the effect would be to declare that Mr. Clark had never held a seat in the Senate, and therefore could not create a vacancy by "resigning," while an appointment by the acting governor to fill the vacancy existing from the expiration of Senator Mantle's term, in 1899, would be held invalid for the same reasons that prevailed in the Quay case. The friends of Mr. Clark, on the other hand, have argued that the Montana Legislature believed that it had performed its full duty in electing Mr. Clark Senator, while in Pennsylvania the Legislature obviously failed to elect. A better opportunity for constitutional quibbling never before presented itself. Meanwhile, the resolution favoring a constitutional amendment for the popular election of Senators, adopted by the House in April, is still at rest in the Senate committee.

State Legislation of 1900. In the May number of the REVIEW, several important enactments of the New York Legislature were summarized. In ten other States legislative sessions have been held during the first five months of 1900, and most of the law-making of the year has been completed. The Texas anti-trust law, which has heretofore represented the extreme form of repressive legislation, has been virtually reenacted in Mississippi, where the Legislature has defined the illegal combination as any "con-

tract, understanding, or agreement, expressed or implied, between two or more persons, corporations, firms, or associations" in restraint of trade. The new law is explicit in its prohibitions of all attempts on the part of such combinations to raise or lower either the price or the output of any commodity, or to hinder competition in any form. The Legislature showed its friendliness to the movement for industrial improvement in the State, in which both whites and blacks have an interest, by voting the sum of \$40,000 for the establishment of a textile school. In South Carolina, a new board of control for the State liquor-dispensary system has been created. Another change in the law provides for the future distribution of the profits of the business in such a way that those counties and towns which maintain dispensaries will receive a much larger proportion of the surplus than those from which no part of the revenue is derived. Heretofore the fund has been divided solely with reference to the needs of the public-school system. It remains to be seen whether the change will have the effect of inducing communities now opposed to the liquor traffic to open dispensaries. The Virginia Legislature submitted to the vote of the people, to be taken on the fourth Thursday in May, the question of calling a constitutional convention. One result of such a convention would probably be a restriction of the franchise, similar to that now in force in Mississippi and several other Southern States. In Iowa, several changes were made by the Legislature in the methods of assessing the property of corporations for taxation. Hereafter express companies are to be taxed on the mileage-unit plan, and telephone and telegraph companies are to be assessed by each municipality and county through which their lines run, according to mileage. The Legislature has provided for State supervision of all the county and private insane asylums in Iowa.

Revision of the New York Charter. The members of the New York City Charter Revision Commission, appointed by Governor Roosevelt in accordance with the law passed by the last Legislature are: George L. Rives, Charles C. Beaman, Franklin Bartlett, Henry W. Taft, John D. Crimmins, Frank J. Goodnow, Edgar J. Levey, and Alexander T. Mason, of the Borough of Manhattan; Charles A. Schieren, James McKean, Isaac M. Kapper, and William C. De Witt, of the Borough of Brooklyn; James L. Wells, of the Borough of the Bronx; George W. Davison, of the Borough of Queens, and George Cromwell, of the Borough of Richmond. The task of the commission will be, not to make a new charter, but to revise the existing charter in the light of

experience, as Governor Roosevelt has stated. The governor has especially directed the commissioners' attention to the question of the New York City water-supply and the desirability of such amendments to the charter as will secure municipi-



Photo by Hollinger.

MR. GEORGE L. RIVES.

(Chairman of the New York Charter Commission.)

pal ownership of the water-supply and shut out the Ramapo and all other schemes in the interest of private corporations. The commission has announced its intention to consider this matter, and also the proposed reforms of the city's educational system, the question of the mayor's term of office and power of removal, the organization of the municipal assembly, the borough system, the bureau of elections, and other points in the charter which seem to require amendment. The chairman of the commission is Mr. Rives, a member of the Rapid Transit Commission and a public-spirited citizen of Manhattan. The membership is composed both of practical politicians (in the best sense of the term) and of men who have made a theoretical study of city government, but the purely *doctrinaire* element is notably lacking. Tammany was ignored in the make-up of the commission, but the political abilities of the leaders in that organization have usually been displayed in quite different fields, and it has not been customary for them to seek "places" demanding much work and offering no pay.

The Strike Epidemic Spreads.

The strike epidemic shows no signs of abatement. The first of May this year, as for many years before the depression, was the signal for widespread strikes in the building trades to gain the eight-hour day. This year the strikes were notably successful—New England papers reporting that nearly every "unionized" town in that section has now the eight-hour work-day for masons, carpenters, plasterers, paper-hangers, plumbers, and everybody connected with the construction of houses. The fact that these building trades workmen are employed by small contractors in sharp competition with each other, and not by great corporations or trusts, has made it difficult for the employers to act unitedly in resisting the demand for shorter hours. Furthermore, the fact that American workmen in these trades work at high tension has made eight hours seem to most employers a reasonable work-day. Certain it is, that our masons, for example, working but eight hours and receiving high wages, put up brick walls at slightly less cost per thousand than Continental masons working nearly half again as long and receiving hardly half as much for the day. Where men are expected to work with all their might the hours must be short, or the men cannot keep up their work day after day without losing vigor. Outside of the building trades, the most conspicuous strikes have been those on the New York Central Railroad and on the street railroads of St. Louis and its suburbs. The strike on the New York Central threatened for a few days a serious tie-up, but it was settled by the courteous attitude taken by the man-



SHUT OUT.—From the Tribune (New York).

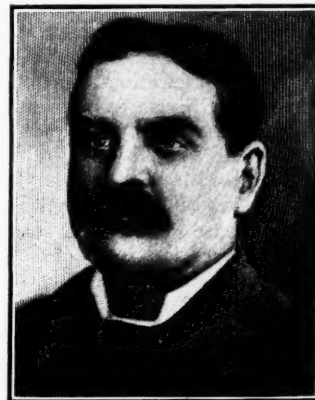
agement toward their employees, and the substantial concessions made in the matter of wages. The points the management was ready to grant were granted so promptly, and those it was not ready to grant were refused so firmly, that the whole matter was settled before bad blood had been stirred, and before many employees had even quit their posts. The St. Louis strikes, on the other hand, were not well met. The original cause of the strikes seems to have been the discharge of union men because they were union men, and when public officials tried to have the dispute submitted to impartial arbitrators the reply was given by the companies that there was nothing to arbitrate.

Public Sympathy with the Strikers. Meanwhile, nearly all the roads of the great city were tied up, nearly everybody had to walk to and from work, and the stores were practically deserted. More than this, sympathy with the strikers found vent in the storming of cars when manned by new hands who had taken the strikers' places. And finally the police, in order to disperse the mobs, felt compelled to form mounted squads and ride into the crowds, slashing with their sabers and seriously wounding a number of people. Despite the lawlessness of the methods pursued by some of the strike sympathizers, public sympathy seems generally to have remained with the men, and finally the management of the companies felt compelled to offer concessions in order to effect a settlement. Matters are still unadjusted as we go to press, but the management has definitely agreed that hereafter no man shall be discharged because of his membership in the union. So far as the original cause of the strike is concerned, the men have been victorious. The fate of their demands respecting hours and wages is not yet determined.

The American Steel and Wire Company. The theory advocated in the May number of the REVIEW OF REVIEWS, that the best practical tendency for trust legislation was in the direction of securing the utmost publicity of business methods and accounts, has been strikingly exemplified by the experience, during the past month, of the American Steel and Wire Company and its stockholders. The American Steel and Wire Company is a corporation owning a score of large steel mills clustered for the most part about Chicago. It controls four-fifths of the wire fencing and nails produced in this country. The chief manager of the company was Mr. John W. Gates, the chairman of the board of directors. The product of the trust had shown an advance in price larger even than the advance in the price of steel rails and other products of iron. The retail price of

nails, for instance, has been for this year more than 300 per cent. of the price in 1897. The trust had been showing every evidence and making every claim of prosperity, and was paying dividends at the rate of 7 per cent. per year on its common stock. On a visit to New York in the latter part of April, Mr. Gates was interviewed by a reporter of a metropolitan newspaper, and announced that there was an excessive overproduction; that many of the mills of the company were to be shut down immediately, and that the iron trade in general was in a relatively bad condition. Such an announcement came as a thunder-stroke to the commercial world. Twelve mills of the American Steel and Wire Company were actually shut down, and of course the stock of the trust fell rapidly, bringing with it sympathetic declines in many industrial shares, especially in iron and steel stocks. Mr. Gates was accused of booming the situation as regarded his company in previous statements, and of following this course up with the note of calamity in order to make profits on the stock of his company, which he was alleged to have sold short. A number of Wall Street men who had been hard hit by the sudden decline in American Steel and Wire shares made a vigorous protest, and a bitter litigation was carried on personally against Mr. Gates by holders of the stock who had suffered. Mr. Gates himself denied absolutely having "gone short" of the stock, and claimed that he had only given out the interview after the most persistent efforts of the reporter to get it. Certain other members of the directorate demanded his resignation, and claimed that the entire proceeding of shutting down the mills was unwise; that what was needed was a reduction in the price of wire and nails. Their views finally seemed to have prevailed; Mr. Gates has resigned the chairmanship, the prices of the product of the mills have been reduced, and the mills have started up again.

The Slump in Metal Prices. The most conservative observers of trade conditions do not believe that this incident and the important fall in the prices of lead and various other metals mean a sudden



MR. JOHN W. GATES.

and radical break in the high general condition of prosperity the country has been enjoying. It seems more probable that, along with enormous production stimulated by the high prices, the high prices themselves have tended to make all building operations that could possibly be delayed wait for a better purchasing period. The very widespread epidemic of strikes has, too, undoubtedly postponed part of the normal demand for material. An example of this reluctance to buy is undoubtedly shown in the export of iron. The first quarter of 1900 showed an export of only 27,000 tons of American pig iron, as against 87,000 tons for a similar period of 1899. Whatever be the cause of the phenomenon, it is quite certain that with an ideal system of public enlightenment as to the affairs of the American Steel and Wire Company referred to above, it would not have come about that this sudden shock could unsettle the entire stock market, depressing prices to a figure only two dollars per share above the lowest point of last year, shutting up mills by the wholesale, depriving thousands of workmen of their means of support, and creating suspicion as to the methods and the sincerity of the men in charge of these great industrial undertakings.

*The
Ice Trust
in New York.*

Where a commodity comes so closely home to the personal necessities of the people as the summer ice supply, public feeling is evidently not disposed to wait for the finally wise legislation calculated to reveal the exact truth as to the workings of monopolistic companies. In New York the ice company which had succeeded in obtaining practically complete control of the supply, not only for the metropolis, but largely for Philadelphia, Baltimore, and Washington, announced this spring that, owing to the failure of the ice crop on the nearby stretches of the Hudson River, and owing to the smaller supply from Maine, it would be necessary to charge the consumer of small quantities of ice sixty cents per hundred pounds instead of thirty cents. With the sudden oncoming of hot weather, a popular outcry was raised against this huge increase in the cost of a commodity absolutely necessary for the comfort, the health, and, at times, for the lives of the people in the crowded districts of New York. Every public print in the city of any importance vigorously took up the task of investigation and protest. It was freely asserted that the monopoly in ice was made possible by the heavy interests of city officials in the stocks of the trust. It was shown that artificial ice could be manufactured and sold for twenty-five or thirty cents a hundred pounds, and as a matter of fact in the



FOCUSED.—From the World (New York).

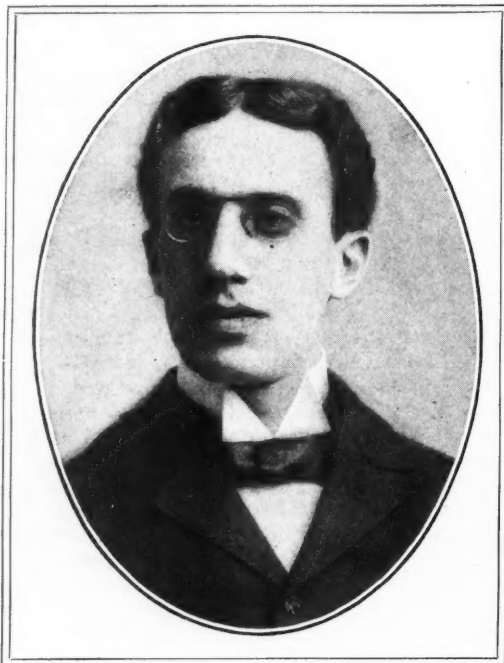
city of New Orleans artificial ice is sold at the first-named figure. Every citizen of New York City who could read the papers was soon in full possession of the facts regarding the trust's purchases of ice and the price it had to pay. Within a few days after the wave of investigation and protest began, the ice company was forced to still the clamor by instituting the sale of five-cent blocks of ice from house to house, delivered by them at the rate of thirty cents per hundred.

*The
Nicaragua
Canal.*

The passage by the House of Representatives on May 2 of Mr. Hepburn's bill for the construction of the Nicaragua Canal at a cost of \$140,000,000, and placing \$10,000,000 in President McKinley's hands for buying concessions and beginning the work, indicates, at least, the deep interest of the country in the project, and the non-partisan nature of the support accorded to the enterprise. The bill was passed, after two days' debate, by the overwhelming vote of 225 to 35. The fact that the bill confers unusual powers on the President, leaving much to his discretion, not only speaks well for the confidence of Congress in the Executive, but furnishes additional evidence that the advocates of an American isthmian canal have reached an agreement that action must be taken quickly, and without the ordinary restraints which so often hedge about large governmental undertakings. In the Senate, the bill was favorably reported from the Committee on Inter-Oceanic Canals by Senator Morgan, and it now seems certain that the United States is finally determined to build and own the great canal.

*The
Government
of Porto Rico.*

After the enactment of the Porto Rican legislation described in our May number, it was thought advisable still further to safeguard the interests of good government in that island, especially in the matter of



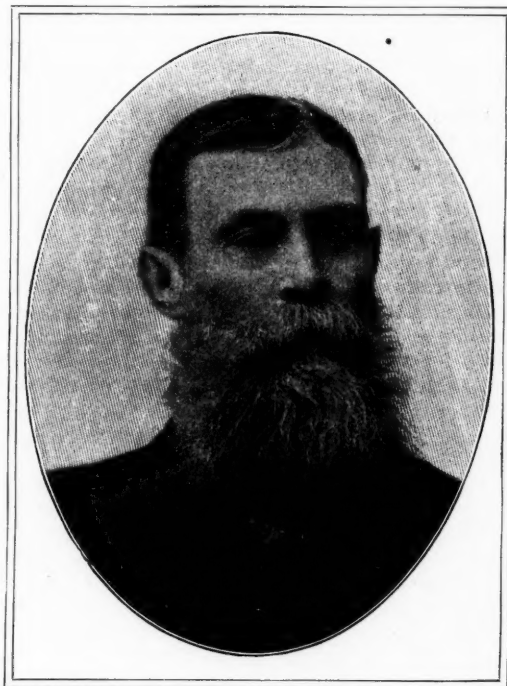
DR. JACOB H. HOLLANDER.
(The new treasurer of Porto Rico.)

franchises. To this end amendments were adopted by Congress which provide that all franchises shall be approved by the President of the United States before going into operation, and that all charters "shall be subject to alteration, amendment, or appeal." Stock-watering is forbidden; the Government is empowered to regulate charges for service; and it is provided that the property of corporations holding franchises may be purchased by the Government at a fair valuation. Governor Allen was duly inaugurated on May 1, and an admirable beginning was made in the administration of Porto Rico's fiscal affairs in the appointment by President McKinley of Dr. J. H. Hollander as treasurer and Mr. John R. Garrison as auditor of the insular government. Dr. Hollander has for several years held a chair in the Johns Hopkins University at Baltimore, and has won national recognition as a student of finance; he was sent to Porto Rico several months ago to report on the island's system of taxation and revenue. Mr. Garrison has had a long experience

in responsible positions connected with the Treasury Department at Washington. By these appointments, following that of Governor Allen, the administration has given the best possible guarantee of a clean and able colonial government. Since the settlement of the tariff question trade between Porto Rico and New York has quickly revived.

*The
Hawaiian
Franchise.*

Congress has had to face in Hawaii conditions somewhat similar to those which led to the Fifteenth Amendment; and there it has, apparently, committed a serious mistake in the civil-government bill which became a law late in April. Instead of giving the right of franchise the same bounds which it had under the provisional government (and which are reported to have been satisfactory), the property qualifications of senatorial electors have been removed, and the only limitations that now stand are those which apply as well to electors for



GOV. SANFORD B. DOLE, OF HAWAII.

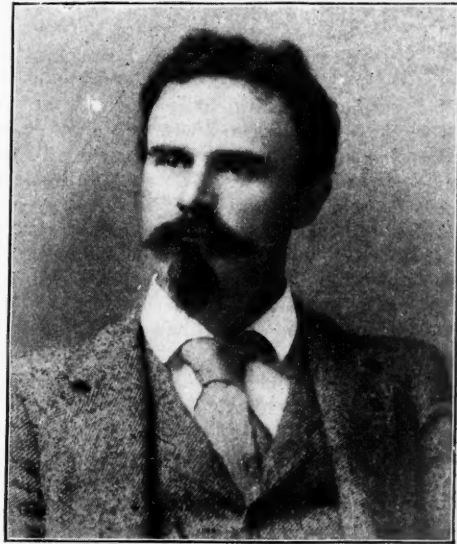
members of the lower house—the ability to read and write either the English or Hawaiian language. It would seem that the advice of the commission should have prevailed in this as in some other matters, even if the theory of suffrage there did not entirely accord with the traditions

here, the conditions being widely different. Those dominant in Hawaii receive news of this modification of the original bill with grave doubts of its wisdom, feeling that such an extension is likely to make against Americanism in the island, and to imperil the institutions we are seeking to establish. No important changes have been made in the bill as described in our April number, except by an amendment prohibiting the sale of liquor in saloons. The Hawaiians, though not entirely satisfied, welcome the new government as guaranteeing stability and certainty of domestic peace, and hope that when "Congress becomes well informed about Hawaiian conditions and needs," legislation will be adapted to meet them. Their fears that some carpet-bagger, job-chaser governor would be set over them have been agreeably dispelled by the appointment of ex-President Dole to the governorship. Mr. Dole served for several years on the Hawaiian Supreme Court bench, became President of the Republic in 1894, and in 1898, immediately after the annexation of Hawaii to the United States, was appointed provisional governor. No better appointment could have been made.

*The
Montgomery
Conference.*

The New South, perplexed by the race problem entailed to it by the Old South, and compelled to help work out a solution formulated by the North, has now, in its new strength, attacked the problem for itself. The complexity of this problem alone would have been sufficient to discourage any such attempt through these years of resuscitation, even if the whole matter had not been practically taken out of their hands. There has been one dominant motive in all their political and social struggles through this period; and that has been one which the far-away North has not been able fully to appreciate or fairly to judge. That motive has been the supremacy of the white man; and when that has been menaced, the Fifteenth Amendment, the prescribed solution, has lost its potency to restrain. It was around this simple paragraph of the Constitution that most of the discussion of the Montgomery conference was waged. This conference was a gathering of Southern men for the consideration of their own peculiar problems, chief of which was the one just named. It was a notable occasion, not so much because of the value of the contributions as of the spirit shown by these representatives of the North. There was a wide divergence of view as to what should be done. One gentleman, widely known as a lecturer, stoutly maintained that the white man would never permit the negro to have an equal part in the industrial, political, social, and civil advan-

tages of the United States; and that, therefore, all discussion of plans for their amalgamation was futile. He advocated deportation to the West, where storage reservoirs can redeem a territory equal to the wants of 70,000,000, or to the newly acquired islands of the sea, or to repartitioned



EX-GOV. WILLIAM A. McCORKLE, OF WEST VIRGINIA.

Africa; but with this view there seemed to be little sympathy. It is an impracticable scheme, and moreover the negro population is necessary industrially to the development of the South. Another extreme view was presented by Mr. Waddell, of North Carolina, by Mr. Murphy, the organizer of the conference, and supported by Mr. Bourke Cockran, advocating the repeal of the Fifteenth Amendment, and so remitting the question of suffrage to the individual States. But the more temperate view seemed to prevail. Ex-Governor McCorkle, of West Virginia, and ex-Secretary Herbert, while maintaining with stoutness that white men must keep the control if they mean to preserve Anglo-Saxon civilization, contested as strenuously that the right of franchise was the vital and underlying principle of the life of this free people, and must not be violated. The remedy of the present conditions they hold to lie in an "honest and inflexible educational and property basis, administered fairly for black and white." This limitation would not endanger the dominancy of the white man, and yet would involve no discrimination on account of "race, color, or previous condition of servitude." In this direction Louisiana and Mis-

Mississippi have already moved, and other States are following. Ex-Governor McCorkle urged against the argument for the repeal of the Fifteenth Amendment, and very pertinently, that while such a course would make this a local question, it was the very thing they did not want; "this question must be settled by the hearty coöperation of the United States."

Census-Taking in Cuba.

The results of the recent census taken in Cuba under the direction of the United States War Department are in every way encouraging. In the first place, the island was found to have a larger population than had been estimated. The returns made to General Sanger, the director of the census, give an aggregate of 1,572,797 inhabitants, as against 1,631,687 returned by the census taken under Spanish authority in 1887. Thus the loss in the twelve years amounted to 58,890, or 3.6 per cent. General Sanger inclines to the opinion that at the outbreak of the revolution in 1895 the population had reached a total of little less than 1,800,000. The losses from three years of war and the reconcentration policy of General Weyler may therefore have approximated 200,000. Great as these losses were, the island is to-day far better peopled than reports had led us to suppose. The white people of Cuban birth number 910,298, or 58 per cent. of the total; the negroes and mixed breeds less than one-third of the total. Considered with reference to the proposed basis of suffrage in Cuba, the census returns are most significant. On the grounds of education, property-holding, or membership in the Cuban army, at least 140,000 native Cubans are qualified to vote in the municipal elections on June 16. The census discovered only 96,083 white males born in Spain, 21 years of age and over; but from these must be deducted more than 66,000 who have registered their Spanish citizenship in accordance with the treaty, so that the Spanish voters in Cuba will number all told less than 30,000. The domination of native-born white Cubans in Cuban politics is assured beyond doubt. The most somber fact disclosed by the census is the illiteracy of 43 per cent. of the population over ten years of age. This only makes more evident the need of education under American auspices.

The Cuban Postal Scandal. Charles F. W. Neely, chief financial agent of the Cuban Post-Office Department, indicted on charge of embezzling \$36,000 of Government money; Director of Posts Rathbone practically deposed; Postmaster Thompson, of Havana, arrested for misappropriation and other irregularities and two deputy-

auditors and two clerks placed under arrest or surveillance,—are the startling results to date of a recent investigation of postal accounts in Cuba. It is difficult to look upon this wide-reaching defalcation without deepest indignation that the country's honor had been held so lightly by those who should have guarded it with greatest care. Such thievery during the period of our guardianship is doubly regrettable, because it must awaken in those whom we are seeking to help work out their political salvation a suspicion of our sincerity and honesty of purpose, or to raise doubts as to our competency, either of which must be a serious hindrance to those who have these great tasks seriously at heart and in hand. And yet it is unreasonable to find fault with the whole system and the policy that lay behind it, or to question the good motives and integrity of all those remotely or directly responsible for the appointment of those officials. While it is true that appointment to office as reward for political service, or by personal favor, is likely to weaken the sense of responsibility, and to make appointees oblivious to the obligation of service, it should also be remembered that the most careful examination may insure against incompetency, but not against dishonesty. Our criticisms should therefore await the investigation. The Administration is to be credited with admirable appointments in the main to the newly created colonial and territorial positions, and this debit is but a timely lesson to emphasize the need of most discriminating care in future selections. These offenses, though most grave, cannot in themselves condemn us or our policy; but hesitation to investigate with rigor or delay in punishing the guilty would bring a permanent and deserved disgrace. There is every prospect that these cases will be handled vigorously and without partisan favor. It is the only safe course for those in power and for the ultimate success of our dealings with Cuba and the other islands where like problems are presented. The incident cannot be wholly regrettable, unfortunate as it is, if it has as one of its results the wholesome effect of impressing the importance of securing every possible guarantee for the purity and efficiency of our civil service in the new territories, where we have become in some measure responsible for their wise government.

General Otis Returns from the Philippines. Of General Otis, who sailed from Manila for the United States on May 5, it may truthfully be said that no American official ever more fairly earned a vacation. The difficulties of his task at Manila have been enormous. To suppress the insurrection might well have taxed the powers of the ablest of our

generals, but that was only a part of the responsibility that our administration at Washington laid on General Otis's broad shoulders. Not only was he expected to fight to a finish the tedious contest with Aguinaldo and his followers; he was to build up and set running the machinery of a new civil government, to organize a system of taxation, settle the claims of the Spanish friars, devise a method of regulating the liquor traffic, and, in short, manufacture various kinds of bricks with a very limited supply of straw, to say the least. That he retires, at the end of fifteen months, with a considerable amount of actual accomplishment to his credit is another proof of the ability of the American army officer to surmount the difficulties of new conditions. If General Otis has not suppressed Aguinaldo's rebellion, he has at any rate destroyed the power of the insurgent government as such. What is left is the fast-ebbing vitality of a desultory guerrilla warfare maintained by a few scattered, ill-equipped robber bands. Peace and order are yet to be fully established in Luzon, but organized resistance to Uncle Sam's authority is fast becoming a thing of the past. General MacArthur has succeeded to the command, as we noted last month.

The Turkish Indemnity. Various European powers with little bills of their own against Turkey are watching with interest the efforts of the United States to collect from the Sultan that

indemnity for the destruction of missionary property during the Armenian massacres. The damage was done in 1895, when in the course of the persecution of the Armenians an American mission-house was burned to the ground at Harpoot, and the dwelling-houses and personal property of many of the teachers at Euphrates College and Marash were destroyed. The mob that devastated the mission was actually led by Turkish soldiers and officers, so that it was eminently in order that Judge Terrell, our minister to the Porte, should feel the responsibility of asking damages. It is worth while noting that it was not the missionaries themselves who pushed a claim for money to be paid to themselves, but our minister who of his own initiative requested that the losers by the incident should present him with an itemized statement of all damages sustained. The bill footed some \$90,000, and the Sultan admitted the justice of the claim.

After much procrastination, the Hon. *Unspeakable Diplomacy.* Oscar S. Straus, the present minister to Turkey, made determined efforts to procure the payment of the indemnity. The Sultan gave three distinct promises and failed to keep them. The sum was certainly not a large one for a country with a gross income of some \$80,000,000, but the Sultan had other bills of the same sort from certain European powers who were not so free to bring final pressure on Turkey, and it would be awkward to pay the United States and not pay the others. The Sultan issued an irade permitting the rebuilding of Robert College, and there were rumors of greater or less authenticity that the United States might be allowed to tack the amount of the indemnity on to the price of a cruiser to be built in America for the Turkish Government, but the money was not forthcoming. Finally, in May, our State Department forwarded a peremptory note to the Porte, demanding the immediate payment of the debt, and there has been much discussion of the course this country will pursue if it is impossible to make a collection without a show of coercion—suggestions ranging from the seizure of the custom-house at Smyrna to a naval demonstration before Constantinople. Needless to say, it is in the highest degree unlikely that the United States will be forced to such steps. The truth of the matter is, probably, that the Turkish minister has given assurances at Washington of the final payment of the claims, and has begged and received a short delay. It is interesting to remember that a possible rupture over this intrinsically small difference may have effects in the far-away island of Sulu, whose Mohammedan population venerates Abdul Hamid as the head of its religion.



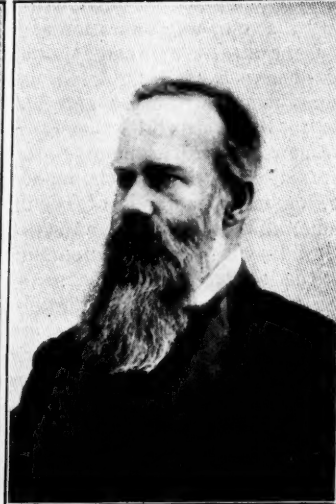
WILL HE COLLECT?
From the Tribune (Minneapolis).



C. W. Wessels.



A. D. Wolmarans.



A. D. Fischer.

THE BOER ENVOYS TO THE UNITED STATES.

On May 15 the three Boer envoys from the Transvaal and the Orange Free State arrived in New York from their round of the European Powers. The party included Messrs. Fischer, Wolmarans, and Wessels, with a secretary and Mrs. Fischer. The envoys were kindly and even enthusiastically received in New York; they were publicly presented to the Mayor, and after a short stay on May 18 were escorted to Washington by several Congressmen who came to New York for the purpose. The envoys bore full credentials from the republics they represented, and either as official representatives or as distinguished citizens of their countries they were, of course, certain of a courteous reception at the hands of President McKinley. They bore themselves with marked dignity and discretion on public and private occasions, and especially disavowed any intention of an attempt to insert a Boer plank in the Democratic platform for the Presidential campaign, claiming that they came to America to appeal to the whole United States to use its influence "to stop all the bloodshed in South Africa." Sympathy and courtesy these gentlemen were assured of; but just how the United States could help their cause practically was not suggested very definitely by the most enthusiastic friends of the hard-pressed republics. President McKinley's offer to England of friendly mediation had been politely but firmly declined by Lord Salisbury; and it is difficult to see what a neutral power could thereafter do toward establishing peace and remain a neutral power.

*The War
in
South Africa.*

In the last days of April General Roberts made a strenuous attempt to throw a cordon to the east around the Boers, while Colonel Dalgetty was making his brave defense of Wepener, and for a time it looked as if his plan would be successful. The British troops under the command of Generals Rundle, Brabant, Pole-Carew, Chermiside, and French were disposed in such a manner as to cut off the escape, if possible, of the 4,000 or 5,000 Boers investing Wepener, and operating in its vicinity. At the very last moment, however, Commandant Botha succeeded in eluding the 20,000 British soldiers sent to cut him off, and safely withdrew his entire army and its supplies. He was followed closely by General French's cavalry and the mounted infantry under General Hamilton, for whom he furnished sturdy rear-guard fighting in the rough country about



COLONEL DALGETTY.

(The Defender of Wepener.)

Thaba N'Chu. Thus, while the Boer raid to the south never at any time seriously threatened Lord Roberts' communications, it was evidently effective in slightly delaying his advance northward from Bloemfontein, and the Boers also succeeded in providing themselves with supplies from the rich wheat country around Ladybrand and Wepener.

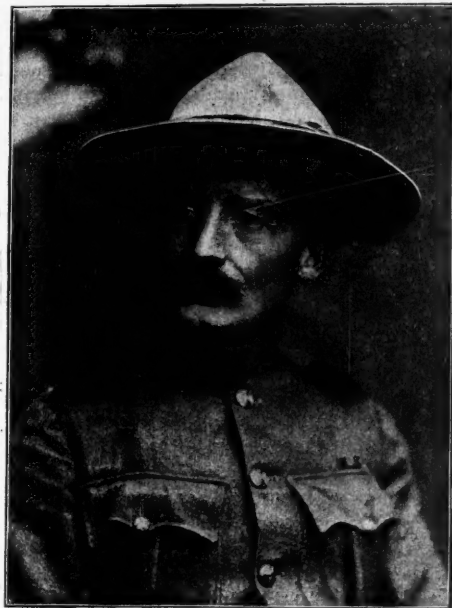
*Lord Roberts
Advances.*

The delay to the general advance was, however, comparatively insignificant. Lord Roberts had by this time revived his transport service and equipped his men with fresh horses and proper impedimenta for a winter campaign. The long-expected move on Pretoria began at once. The British army was deployed along a front forty miles in length. By a forced march with his enormous army, almost comparable to the famous march to Kandahar, the British general quickly swept northward, past Brandfort and Winburg, crossing the Vet and Zand Rivers, and within ten days entered Kroonstad, the Boers fleeing without opposition before the tremendous strides of the great British army. President Steyn fled the day before the British army appeared at Kroonstad, and announced that the capital of the Orange Free State was moved to Lindley, about 50 miles east. The almost incredible swiftness with which the British forces had covered the 128 miles from Bloemfontein seemed to dishearten the Boers. As they paused time and time again for a rear-guard fight, their flanks were immediately threatened by the vast extent of the enemy's front, and the best they could do was to effect an orderly retreat. The British came within an ace of capturing Colonel Blake, the American in command of the Irish-American corps in the Boer army.

*The British Flag
on Transvaal
Territory.*

At the same time that Lord Roberts began the advance from Bloemfontein, General Hunter, in command of the British forces north

of Kimberley, began active operations in time with his chief. The Vaal River was crossed at Windsorton, and after a severe engagement on May 4, General Hunter joined General Paget's forces at Warrenton, near Fourteen Streams. A week later he occupied Christiana without opposition, and for the first time since the outbreak of the war the British flag was hoisted in the Transvaal. General Buller, too, began an advance in Natal. The force opposing him fell back in good order, and there was no attempt to dispute seriously his occupation of Glencoe, Dundee, and the Biggarsburg passes.



LIEUT.-COL. R. S. S. BADEN-POWELL.



COLONEL BLAKE.
(Of the Irish-American Corps.)

*The Relief of
Mafeking.*

Weeks ago, Lord Roberts predicted that Mafeking and Colonel Baden-Powell's plucky garrison would, by May 18, end their long and terrible confinement. The feat was accomplished on May 16; when the news came to London two days later, the great city became delirious with joy and practically suspended all business to shout for "B.-P." Not even the capture of Cronje's army could vie with Colonel Baden-Powell's escape in popularity with the British public, and it is safe to say that the gallant colonel will be second only to "Bobs" as a war hero when the transports come home. The siege of Mafeking began on October 14, 1899, General Cronje himself investing the town with about three thousand Boers and three guns. When Cronje moved south to the Modder, Gen-

eral Snyman was in command of the besiegers. Within the town were a few hundred English soldiers and some 1,200 irregular troops. Long ago the rations of the besieged ran low, and the letters which runners brought from the beleaguered town describe the garrison as living chiefly on horse meat. The final relief of the town was accomplished by a British force about 2,000 strong, which Lord Roberts sent northwest from Kimberley on May 4, before which the besiegers were forced to retire after they had made a desperate but inefficient effort to capture the town.

*The Month
in England.*

On May 14 Mr. Chamberlain introduced into the House of Commons a bill for the federation of the five Australian States. This notable measure is known as the Australian Commonwealth Bill, and bids fair to finally achieve that solidarity of the Australian continent, which has been discussed and advocated for fifty years—since the time of Earl Grey. The Australians in their referendum decided for federation by a vote of 371,850 to 171,400. Delegates were elected who drafted a constitution containing 128 clauses, and based very largely on the Constitution of the United States. It provides for an indissoluble Federal Commonwealth, firmly united for the most important functions of government—for two legislative houses, the lower with double the membership of the higher, the members of both receiving the same salary. The bill, if passed, will lead to a uniform postal-telegraph system, and probably a railway system under one management. It provides for international free trade and common control of national defense. The Australian delegates sent to England to further the interests of the plan struck a snag in clause 74 of the proposed constitution, which restricted the right of appeal from the highest Australian court to the Privy Council at London by the exception "of any matter involving the interpretation of this constitution or the constitution of a State." The British Government held out against this clause, and insisted on the right of appeal to the English Privy Council in all cases without exception. The delegates and the premiers of the several States protested that they had no authority to sanction changes in the constitution as it was drafted by the representatives of the Australian people elected for that purpose. For a time things were in a muddle. Finally, Mr. Chamberlain cleverly cleared up the trouble by suggesting that the Privy Council itself should be reconstituted by the addition of four Lords of Appeal—one from Australia, South Africa, Canada, and India, respectively. If any additional evidence were needed that

Great Britain is now absolutely determined to absorb the Boer republics, it would be found in Lord Salisbury's speech at the meeting of the



THE AUSTRALIAN COMMONWEALTH QUESTION.

Whose Lead Is It?

Br'er Fox plays a game of cards with Br'er Kangaroo.

"Your lead, I think?"

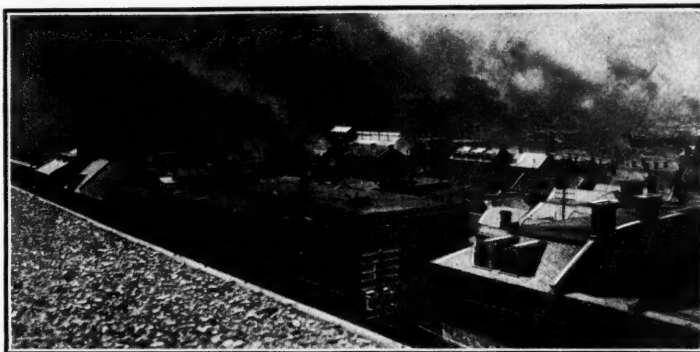
"No, I think, its yours."—From the *Westminster Budget*.

Primrose League, in Albert Hall. The prime minister emphasized the change in the English point of view from the Gladstonian policy which allowed the independence of the Transvaal after Majuba, which led to the death of Gordon, and which would have given Ireland home rule. Lord Salisbury bluntly repudiated the possibility or the desirability of home rule for Ireland, and went so far as to draw an analogy between the Transvaal and a possibly armed and certainly disloyal Ireland. Coming on the heels of the Queen's progress in Ireland and the general glorification of the Irish soldier's contribution to England's efforts in South Africa, the premier's plain speaking gave no little offense in many quarters. As for the war spirit in England, the weeks of waiting for Lord Roberts' advance had brought a comparative lack of enthusiasm, with a flare of interest now and then lit up by the return of a transport. Criticisms of the long delay at Bloemfontein had been rife, but it is notable that Lord Roberts maintains his absolute hold on the imagination of the English people; the grumbling has been directed at the war office for not furnishing "Bobs" with horses, shoes, and clothing that he needed for his men.

*The
Great Fire
at Ottawa.*

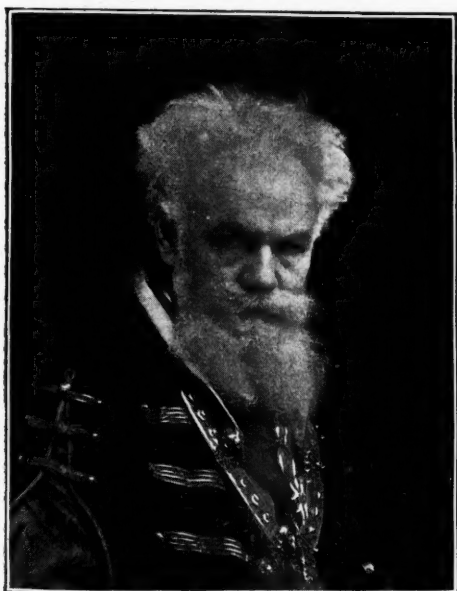
On April 26 the city of Ottawa suffered from a fire second only in the extent of its devastation to the great conflagrations at Boston and Chicago. Ottawa is the capital of Canada, and is situated on the Ot.

tawa River, about ninety miles north of its junction with the St. Lawrence. Opposite the city is the town of Hull, with enormous lumber yards, always containing millions of feet of timber and sawed lumber, cut in the Canadian forests. The fire began in Hull, from a defective flue, it is believed, and not from Fenian incendiaries, as was charged at first. The flames gathered force with fearful rapidity, owing to the excellent burning material of the lumber yards and sulphite mills; swept across to the Ottawa side of the river, and, despite every effort of the local authorities, and the aid of fire-engines from other cities, continued vigorously for some seventeen hours, sweeping a territory five miles in length and destroying property to the value of \$15,000,000. The hardest part of the calamity was the hardship brought



THE FIRE SWEEPING ACROSS FROM HULL TO OTTAWA, APRIL 25.

United States, and in England have brought substantial contributions for the relief of the sufferers from the conflagration. Even if the insurance companies cover the greater part of the loss, it will require some years for the city to fully recuperate. The population is under seventy thousand, and such a blow is relatively very severe.



THE LATE MICHAEL DE MUNKACSY.

to nearly twenty thousand people; the workmen in the lumber yards and manufactories are without means of support, and many of their homes are burned. Seven people lost their lives in the fire; and over two thousand houses were burned. Vigorous efforts in other Canadian cities, in the

One of the most famous painters of the century passed away on May 1. *The Death of the Artist Munkacsy.* Michael de Munkacsy was born in Hungary in 1846, and after a romantic career, that reads like an Arabian Nights' tale, attained a social as well as an artistic eminence all the more remarkable for one who began with absolutely no advantages. It was while serving as an apprentice to a cabinet-maker that Munkacsy found that he was by nature a painter. He has an especial interest to Americans because of the fact that it was an American, Mr. Wilstack, of Philadelphia, who found the young Munkacsy at Düsseldorf, bought one of his pictures, "The Condemned," and, exhibiting the purchase, made the boy immediately famous. The picture won the Salon medal in 1870. Two years later Munkacsy settled in Paris, married a rich and beautiful woman, and began a brilliant career. His "Christ Before Pilate" and "Christ on Calvary" probably created a greater enthusiasm in America than any other paintings ever exhibited in the country, but his most artistic canvas is "Milton and His Daughters." Another American, Mr. John Wanamaker, owns the "Christ Before Pilate" and the "Christ on Calvary." These ambitious compositions are, like Doré's religious paintings, highly spectacular, though the brush-work is superior to Doré's. While he was in the zenith of his fame Munkacsy lost his reason, and he continued hopelessly insane until his death.

RECORD OF CURRENT EVENTS.

(From April 20 to May 20, 1900.)

PROCEEDINGS IN CONGRESS.

April 20.—The Senate debates the Hawaiian government bill and the Alaska civil-code bill....In the House the provisions for procuring armor plate for war vessels, heretofore authorized, are stricken out of the naval appropriation bill.

April 21.—In the Senate the resolutions of Mr. Bacon (Dem., Ga.) calling on the War Department for information as to allowances to army officers in Cuba and Porto Rico are adopted. The House passes the naval appropriation bill.

April 23.—In the Senate the report of the Committee on Privileges and Elections recommending the unseating of Mr. Clark (Dem., Mont.) is presented....The House considers the post-office appropriation bill.

April 24.—By a vote of 33 to 32 the Senate declares former Senator M. S. Quay (Rep., Pa.) not entitled to a seat on the appointment of the governor of Pennsylvania....The House adopts the emergency resolution to continue the present officers in Porto Rico in office until appointments are made under the civil-government act, together with the amendments relative to franchises made by the Committee on Insular Affairs.

April 25.—The Senate agrees to the conference report on the Hawaiian civil-government bill, and passes the agricultural appropriation bill (\$4,120,000)....The House, in committee of the whole, strikes out of the post-office appropriation bill the item for pneumatic-tube service in certain cities.

April 26.—The House passes the post-office appropriation bill and the bill increasing salaries in the Census Bureau.

April 27.—By a vote of 52 to 3 Senator Scott (Rep., W. Va.) is declared entitled to his seat; in executive session the Senate ratifies the treaty with Spain extending for six months the time in which Spanish residents of the Philippines may decide whether they will remain subjects of Spain or become citizens of the Philippines.The House agrees to the conference report on the Hawaiian government bill.

April 30.—The Senate, by a vote of 29 to 20, refuses to consider the resolution of Mr. Pettigrew (Sil. Rep., S. D.) expressing sympathy with the Boers....The House, by a vote of 144 to 26, passes the bill prohibiting interstate commerce in game killed in violation of law.

May 1.—The Senate passes the Alaskan civil-code bill....The House begins general debate on the Nicaragua Canal bill.

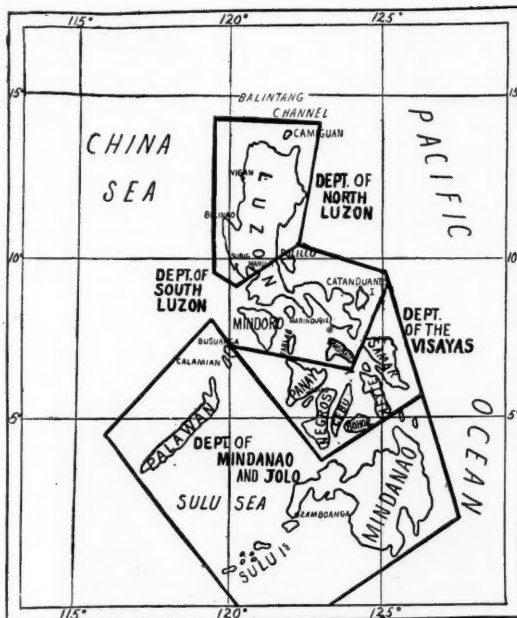
May 2.—The House, by a vote of 225 to 35, passes the Nicaragua Canal bill.

May 3.—The Senate passes the army appropriation bill....The House passes the bill providing that the Government shall issue patents to actual settlers on lands of Indian reservations opened to settlement.

May 4.—The Senate passes the army reorganization and the fortifications appropriation bills.

May 5.—The House passes the sundry civil appropriation bill.

May 7.—The Senate considers the naval appropriation bill....The House passes bills amending the pension laws, and increasing the appropriation for the National Guard to \$1,000,000.



NEW MILITARY DEPARTMENTS IN THE PHILIPPINES.

May 8.—The House adopts a resolution calling on the Secretary of the Treasury for information in regard to the manufacture of oleomargarine.

May 9.—The Senate debates the section of the naval appropriation bill relating to armor and armament.

May 11.—In the Senate Mr. Lodge (Rep., Mass.) urges the importance of building up a powerful navy immediately....The House passes 180 private pension bills.

May 12.—The Senate, by a vote of 23 to 24, defeats the proposition to establish a Government armor-plate factory.

May 14.—The Senate passes the naval appropriation bill and the House bill relating to land patents to settlers on Indian-reservation lands opened to settlement.The House passes the general deficiency appropriation bill.

May 15.—In the Senate Mr. Clark (Dem., Mont.) announces the resignation of his seat....The House passes the Military Academy appropriation bill.

May 16.—The House begins consideration of the Alaskan civil-code bill.

May 17.—The Senate considers the post-office appropriation bill....The House passes a general river and har-

bor bill, carrying \$400,000 for surveys and emergency work.

May 19.—By a vote of 32 to 16 the Senate lays on the table an amendment to the post-office appropriation bill providing for a pneumatic-tube service.

POLITICS AND GOVERNMENT—AMERICAN.

April 20.—The Brownlow and Evans factions in the Republican party of Tennessee nominate John E. McCall and W. F. Poston, respectively, for governor.

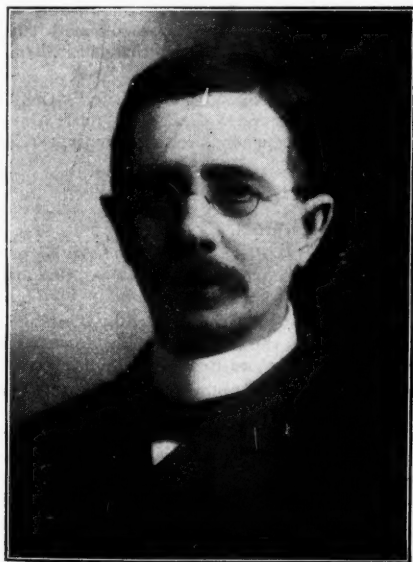
April 23.—President McKinley nominates J. H. Hollander, of Maryland, for treasurer, and John R. Garrison, of the District of Columbia, for auditor of Porto Rico.

April 25.—Alabama Democrats nominate J. N. Sanford for governor....Ohio Republicans nominate State officers, and name as delegates-at-large to the national convention at Philadelphia Senator Foraker, Governor Nash, and Representatives Dick and Grosvenor, Senator Hanna having declined to serve....Pennsylvania Republicans nominate a candidate for auditor-general and candidates for Congressmen-at-large, and name delegates-at-large to the national convention....Wisconsin Republicans name delegates-at-large to the national convention....Governor Roosevelt appoints the New York Charter Revision Commission. (See page 650.)

April 26.—Indiana Republicans nominate Col. Winfield T. Durbin for governor, and choose delegates-at-large to the Philadelphia convention....Massachusetts Republicans choose delegates-at-large to Philadelphia.

April 30.—The Kentucky governorship case is argued in the United States Supreme Court.

May 1.—Michigan Democrats instruct for Bryan, and favor the nomination of Charles A. Towne, of Minnesota, for Vice-President....General Otis issues orders restricting Chinese immigration at Manila.



MR. REUBEN G. THWAITES.

(President of the American Library Association, which meets at Montreal on June 6.)

May 2.—Nebraska Republicans nominate C. H. Dietrich for governor, and name delegates-at-large to Philadelphia....Virginia Democrats declare for a constitutional convention....North Carolina "Lily-White" Republicans nominate ex-Judge Spencer B. Adams for governor, and choose delegates to Philadelphia.



MR. HENRY MACFARLAND.

(Appointed Commissioner of the District of Columbia by President McKinley.)

May 3.—Iowa Democrats and Michigan Republicans choose delegates to their respective national conventions.

May 4.—President McKinley nominates ex-President Sanford B. Dole to be governor of Hawaii, and Henry E. Cooper to be secretary....The election of boards of registry in all the election districts of the island of Cuba is completed....The

taking of testimony in the Congressional investigation of the miners' troubles at Cœur d'Alène, Idaho, is closed.

May 9.—Illinois Republicans nominate Judge Richard Yates for governor....Maryland Republicans choose delegates-at-large to Philadelphia....The National Cuban party nominates Gen. Alejandro Rodriguez for mayor of Havana.

May 10.—The "fusion" Populists in national convention at Sioux Falls, S. D., nominate William J. Bryan, of Nebraska, for President, and Charles A. Towne, of Minnesota, for Vice-President; the "Middle-of-the-Road" Populists at Cincinnati nominate Wharton Barker, of Pennsylvania, for President, and Ignatius Donnelly, of Minnesota, for Vice-President....Iowa and Colorado Republicans select delegates-at-large to the Philadelphia convention.

May 11.—The alleged Cuban post-office frauds are considered by the cabinet at Washington, and a full investigation is ordered.

May 14.—Fourth Assistant Postmaster-General Britow is ordered to Havana to take full charge of Cuban postal affairs....The revised Cuban tariff, which goes into effect on June 15, is made public.

May 15.—California and Missouri Republicans choose delegates to the Philadelphia convention....In the Georgia Democratic primaries, United States Senator Bacon and Governor Candler are chosen for reelection....The lieutenant-governor of Montana, acting as governor, appoints William A. Clark as United States Senator to succeed himself.

May 16.—Missouri Republicans nominate Joseph Flory for governor....Kansas Republicans renominate Governor W. E. Stanley and select delegates to Philadelphia....Minnesota and Wyoming Republicans se-

lect delegates to Philadelphia. . . . South Carolina Democrats choose delegates to Kansas City.

May 17.—Montana and Kentucky Republicans choose delegates to Philadelphia.

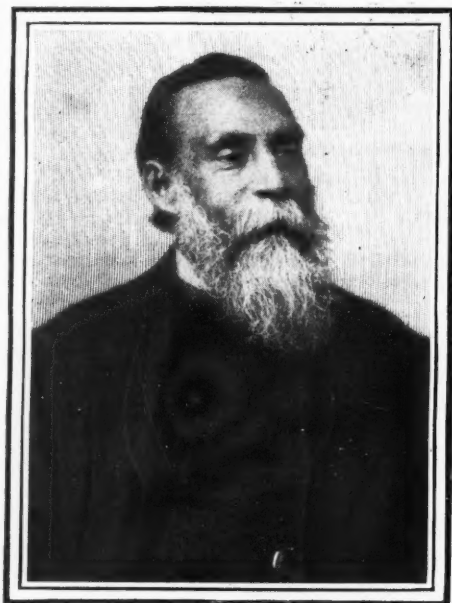
May 18.—Governor Smith, of Montana, appoints Maj. Martin Maginniss to fill the vacancy in the United States Senate.

POLITICS AND GOVERNMENT—FOREIGN.

April 27.—The budget committee of the German Reichstag adopts the naval increase bill almost in the form asked by the government.

April 30.—A committee of the Swedish Riksdag reports in favor of the impeachment of the ministry for appointing Ditten, a Norwegian, to the highest departmental post in the Foreign Office.

May 3.—Bulgarian peasants defeat a party of troops and march on Rustchuk.



PROTAP CHUNDER MOZOOMDAR.

(The distinguished Indian Unitarian who has recently visited the United States.)

May 6.—In the Paris municipal elections, the Nationalists gain eight seats.

May 8.—President Krüger opens the Transvaal Raad.

May 9.—Lord Salisbury makes an important speech at the Primrose League banquet in London, warning against perils to the empire.

May 13.—Second ballots in the Paris municipal elections give the Nationalists 21 out of 30 seats.

May 14.—The Australian Commonwealth bill is introduced in the British House of Commons by Mr. Chamberlain.

May 16.—The Italian Parliament is prorogued.

INTERNATIONAL RELATIONS.

April 23.—The Sultan of Turkey issues an irade authorizing the rebuilding of the Harpoot American mission property, and the construction of an annex to Robert College at Constantinople.

April 26.—The United States renews its demand on Turkey for the payment of indemnity claims for mission property destroyed in Armenia.

April 27.—It is announced that 66,869 Spanish residents of Cuba have registered as subjects of Spain under the terms of the Paris treaty of peace.

April 30.—A circular issued by the Turkish Government formulates proposals to the powers for increasing the customs duties.

May 2.—Under the terms of the Chilean claims treaty, recently revived, President McKinley appoints William Gage, of Michigan, United States commissioner, and William H. Hunt, of Montana, agent of the United States in the settlement of pending claims.

May 5.—Secretary Hay and Lord Pauncefoot sign a treaty extending for seven months from August 7, 1900, the period of time allowed for the exchange of ratifications of the Hay-Pauncefoot Canal treaty.

May 14.—In her controversy with Turkey, Greece decides to appeal to outside powers for arbitration.

THE WAR IN SOUTH AFRICA.

April 20.—General Rundle drives off the Boers from some high ground occupied by them near Dewetsdorp.

April 22.—General Carrington arrives at Beira.

April 23.—Thirty-six rebel Cape Dutch, captured by Colonel Pilcher's force at Sunnyside, are sentenced at Cape Town. . . . The foreign ordnance experts employed in the Boer War Department succeed in equipping a foundry in Pretoria for the manufacture of big guns.

April 24.—The Boers attack Wepener, but are repulsed. A brigade of the 9th Division seize the hills commanding the wagon bridge over the Modder at Krantz Kraal.

April 25.—Dewetsdorp occupied by the British troops under General Chermiside. General Rundle arrives at Dewetsdorp, and Wepener is relieved by the retirement of the Boer force.

April 26.—There is an explosion at Johannesburg of Begbie's smokeless powder magazine; ten men are killed and thirty injured.

April 27.—General French reaches Thaba N'chu with his cavalry. . . . Sir Charles Warren is appointed military governor of Griqualand West.

April 28.—Thaba N'chu is occupied by Generals Hamilton and Rundle, the Boers retiring towards Ladybrand, but guarding Van Reenen and Olivier's Hoek.

April 29.—The Boers complete their safe retreat from the southeast part of the Orange Free State.

April 30.—Sharp fighting near Thaba N'Chu, the British casualties amounting to 30. . . . As a result of the explosion of Begbie's Engineering Works, President Krüger issues a proclamation ordering all British subjects to leave the Transvaal.

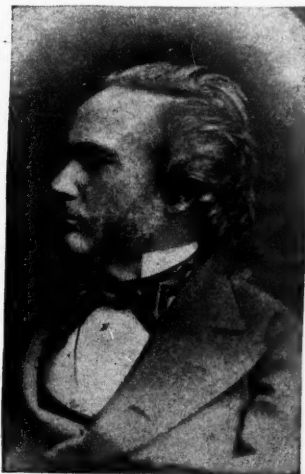
May 1.—Fighting continues in the neighborhood of Thaba N'Chu, and Gen. Ian Hamilton drives the Boers to the north and east.

May 3.—General Roberts begins his advance northward from Bloemfontein, and occupies Brandfort with-

out much opposition....Boer peace delegates sail from Rotterdam for the United States.

May 4.—Parliament sustains the War Office in regard to the publication of the Spion Kop dispatches.

May 5.—General Hunter, having crossed the Vaal River at Windsor-ton, has an engagement with the Boers at Rooi-dam, in Griqua-land West.



THE LATE DUKE OF ARGYLL.

May 6.—General Roberts crosses the Vet River. Winburg is occupied by General Hamilton.

May 7.—General Hunter, having joined General Paget's force at Warrenton, drives the Boers out of Fourteen Streams.

May 10.—The British cross the Zand River.... General Buller commences an advance movement in Natal.

May 11.—President Steyn flees from Kroonstad, and announces Lindley as the capital of the Orange Free State.

May 12.—General Roberts occupies Kroonstad without opposition, the Boers having successfully withdrawn their artillery and other supplies....The Boers make a desperate attack on Mafeking, but are repulsed by Colonel Baden-Powell.

May 15.—General Buller occupies Dundee, and also Glencoe, the Boers taking away their cannon by train and offering little resistance....The Boer envoys arrive in New York.

May 16.—Mafeking is relieved after a siege of 217 days.

May 17.—General Buller occupies Newcastle.... Announcement is made of the occupation of Christiana by General Hunter....General Methuen enters Hoopstad, and Lindley is occupied by Gen. Ian Hamilton.

OTHER OCCURRENCES OF THE MONTH.

April 20.—Eight thousand miners go on strike at Santa Paulina, near Santander, Spain.

April 21.—An unsuccessful attempt is made to blow up the gates of the Welland Canal, Thorold, Ont.... The Ecumenical Conference on Missions opens in New York City.

April 23.—The Turkish torpedo-boat *Schamyl* is blown up in the harbor of Beyrout; 23 lives are lost.

April 25.—Ten thousand Ashantees surround and attack Coomassie, in the Gold Coast Colony.... The International Anti-Tuberculosis Congress is opened at Naples.

April 26.—Queen Victoria leaves Ireland, after a three-weeks' visit.... Fire in Hull and Ottawa, Canada, renders 15,000 people homeless and causes a loss of \$15,000,000.

May 1.—On the anniversary of the battle of Manila Bay, Admiral Dewey is received in Chicago with great enthusiasm.... More than two hundred lives are lost as the result of a mine explosion at Schofield, Utah.

May 2.—The Methodist General Conference is opened at Chicago.

May 5.—Gen. Pantelon Garcia, the chief Filipino insurgent leader in Central Luzon, is captured in the town of Jaen.

May 8.—More than 3,000 men employed by the St. Louis Transit Company strike.

May 17.—The Presbyterian General Assembly meets in St. Louis.

OBITUARY.

April 21.—Rev. Charles Beecher, fifth son of Lyman Beecher, 84.... Alphonse M. Edwards, the naturalist, of Paris, 64.

April 23.—The Duke of Argyll, 77.... Dr. Allan Haley, M. P., of Nova Scotia, 58.

April 28.—Alfred M. Jones, a well-known engraver, 80.

April 29.—Dr. Angus Macdonald, Roman Catholic Archbishop of St. Andrews and Edinburgh.

April 30.—Baron von Saurma-Jeltsch, former German Ambassador at Washington, 64.... Rev. Charles Eugene Knox, D.D., a Presbyterian clergyman and author, 66.

May 1.—Mihaly (Michael) Munkacsy, the famous Hungarian painter, 56.... Edward Owen Leech, formerly Director of the Mint, 50.... John Nicholas Brown, of Providence, R. I., 39.... Louis Mayer, a well-known Hebrew resident of Chicago, 85.

May 2.—Ex-United States Senator Waitman T. Willey, of West Virginia, 88.

May 6.—William C. Endicott, Secretary of War in President Cleveland's first term, 73.... William A. Heron, a successful business man of Pittsburg, 79.

May 7.—Richard Storrs Willis, poet and journalist, 82.... Ex-Congressman David B. Culbertson, of Texas.

May 8.—Prof. Thomas Craig, who held the chair of mathematics at the Johns Hopkins University, Baltimore, 44.... Dr. Landon Carter Gray, the well-known New York specialist in nervous and mental diseases, 50.

May 9.—Rev. Latimer Whipple Ballou, formerly a member of Congress from Rhode Island, 89.

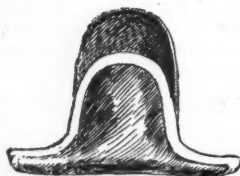
May 11.—Charles K. Whipple, leader in the Abolition movement, 91.... Judge Pacificus Ord, a California jurist, 84.... Col. Charles H. Hovey, commander of the Thirteenth Massachusetts in the Civil War.

May 12.—James M. Constable, prominent business man of New York, 88.

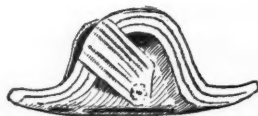
May 15.—John W. Gillian, of Weymouth, Mass., one of the survivors of the battle of Waterloo, 97.

May 19.—Prof. Samuel Gardiner Williams, of Cornell University.

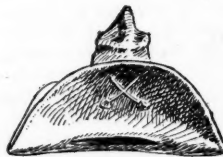
CURRENT HISTORY IN CARICATURE.



THE M'KINLEY



THE DEWEY



THE ROOSEVELT



THE BRYAN

LEADING FALL STYLES FOR 1900.—From the *Brooklyn Eagle* (New York).



BED-FELLOWS MAKE STRANGE POLITICS.

From the *Journal* (Detroit).



"WHAT'S THAT?"

From the *Plain Dealer* (Cleveland).



HI, BILL! IT'S LIGHT, NOT HEAT, I WANT.
From the *Brooklyn Eagle* (New York).



THE ADMIRAL: "Most everybody says this suit looks best on me."—From the *Pioneer Press* (St. Paul).



CHORUS OF DISTRICT LEADERS: "Danger, old man, danger!"
From the *World* (New York).



THE NEBRASKA FARMER AND HIS PET.
"There are others, but none so dear as this—my first."
From the *Journal* (Detroit).



POPULIST PARTY: "Very obliging fellow; he'll jump off, if you don't want him."
From the *Times* (Denver).



VERY SAD NEWS.
THE JANITOR (Democratic Party): "You can come in, Mr. Bryan, but it's against the rules to let in the kid."
From the *Tribune* (Minneapolis).



A BAD SUBJECT.
UNCLE SAM: "Even so great an artist as Senator Hoar can't make anything heroic of that figure."
From the *Journal* (Minneapolis).



THE EUROPEAN SPIDER SPINS ITS IRON WEB OVER ALL THE WORLD.—From Ull (Berlin).



ADVANCED AUSTRALIA.

AUSTRALIA: "If you please, mother, I wanted a little more freedom, so I've had this latch-key made. You don't mind?"

BRITANNIA: "I'm sure, my dear, if anybody can be trusted with it, you can."—From Punch (London).

The Australian Federation Bill.



PAY! PAY! PAY!

INDIAN FAMINE (to hard-pressed Mr. Bull): "Me too, John!"
From the Westminster Budget.



KRÜGER TWISTED THE LION'S TAIL, AND —
From the S. Australian Critic (Melbourne).

JAMES J. HILL, A BUILDER OF THE NORTHWEST.

A CHARACTER SKETCH OF THE PRESIDENT OF THE GREAT NORTHERN RAILROAD.

BY MARY HARRIMAN SEVERANCE

IN Mr. James J. Hill we have the seer, with all the nineteenth-century improvements. In him the highest imagination is yoked to the lowliest common sense; the vision is followed by the deed. Mountains, seas, continents, wars, and empires are pawns in his game; but each spike which holds his rails is considered as carefully as though it were to serve for the axis of the universe.

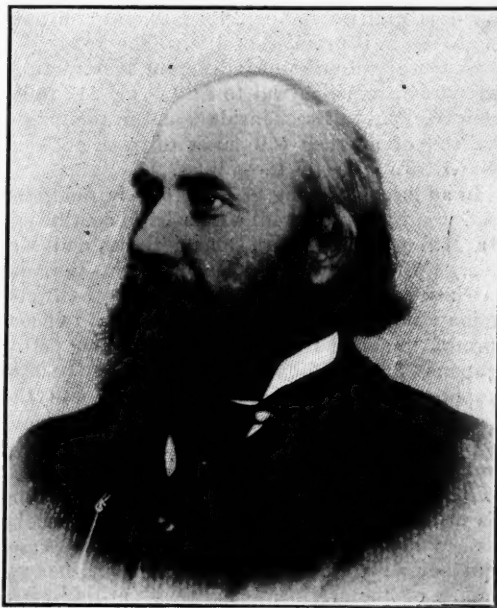
His imagination is not of the lawless order which runs riot to no purpose; it is the masterful architect, which directs his nimble intellect as it builds. His mind's eye is telescopic, looking far beyond the range of ordinary human vision, and seeing things not so much as they are, but rather as they may be. He saw the great Northwest, lying imprisoned like the prince in the Arabian Nights, half man and half marble, and has set it free in its own proper shape, with all its possibilities restored. His faith, moving mountains both literally and figuratively, has led the world's superfluous population into the wilderness, to behold and to work miracles. They have felled the forests, tilled the soil, dug mines, built houses, banks, churches, and colleges, under the delusion that these enterprises were of their own suggestion; but, like Alice and the red chessman in "Wonderland," they are merely acting a part in the White King's dream.

THE SCOTCH-IRISH STOCK AGAIN.

Mr. James J. Hill, the "Colossus of Roads," was born in Wellington County, Ontario, in 1838. On his father's side he was descended from sturdy Irish stock, while from his Scotch mother he inherited the noble traits of the Dunbar line.

Unlike most American millionaires, Mr. Hill was hampered in the task of self-creation by a thorough education. Of a dreamy temperament as a child, he preferred a book and the woods to the play of other boys. For such a nature there was, at that time, no opening but the ministry or medicine. To fit him for the latter profession

his parents sent him to the Rockwood Academy, where he received a thorough grounding in mathematics, Latin, and the sciences, and ac-



MR. JAMES J. HILL.

quired that thirst for knowledge which has characterized his whole life.

FROM COUNTRY CLERK TO RAILROAD PRESIDENT.

At the age of fifteen, his father's death threw him upon his own resources, and he was obliged to abandon his coveted profession and to seek employment in a country-store. When about eighteen he came to St. Paul, then a straggling village on the hem of civilization, and secured employment as shipping-clerk in the office of the Dubuque & St. Paul Packet Company. At that time the Mississippi offered almost the only opportunity for the study of problems of transportation, and to this he devoted his atten-

tion. He successively enlarged the scope of his activity to include the sale of fuel, and the agencies for the Northwestern Packing Company and the St. Paul & Pacific Railroad. He was the first to bring coal to St. Paul, and he opened the first communication between St. Paul and Winnipeg, then Fort Gary. The latter was accomplished in 1872, when he consolidated his interests with Norman W. Kittson, of the Hudson Bay Company, who was then operating steamboats between Moorhead and Winnipeg—thus gradually reaching out.

THE BEGINNING OF THE GREAT NORTHERN.

He next undertook the reorganization in detail of the St. Paul & Pacific Railroad. When that sickly infant crept haltingly out upon the trackless prairies to die, Mr. Hill was the only one to see in it promise of life. The road then consisted of 80 miles of indifferent construction, extending from St. Paul to St. Cloud, 216 miles from St. Paul to Breckenridge, and in the neighborhood of another 100 miles of track not connected with either of these lines.

In addition to being \$33,000,000 in debt, the road was utterly discredited on both continents. Mr. Hill persuaded Mr. Donald Smith and Mr. George Stephen to undertake, with him, its purchase and reorganization. In 1879 the transaction was completed, and the road was reincorporated under the name of the St. Paul, Minneapolis & Manitoba Railroad. Mr. George Stephen, now Lord Mount-Stephen, was the first president, and Mr. Hill the general manager. Mr. Hill was afterward elected vice-president, and in 1883 he became president, which position he still holds. Since that time his achievement has been without parallel in the history of the railroad world. He has built and equipped a system of 6,000 miles—with the exception of the original 400 miles—entirely without State or Government land-grant or subsidy; at a capitalization in stocks and bonds of about \$30,000 a mile, and at the rate of nearly a mile a day for every day of his control. While other transcontinental roads have collapsed and gone into the hands of receivers, the Great Northern has never once defaulted the interest on its bonds or passed a dividend.

THE SIGNIFICANCE OF THIS RAILROAD.

Figures give no adequate idea of the economic significance of such an artery of commerce. Because James J. Hill conceived and successfully carried out his project, it may be that men and women who never even heard of the United States, much less of the Great Northern Railroad, have been saved from death by starvation.

It may be that sometime the fruition of the idea born in the mind of this railroad man will serve to avert a nation's famine. The opening and developing of the great wheat-raising States of the Northwest has had its part in determining the question of war or peace, and will have again. It has promoted *ententes cordiales*. It has shared, with blood-ties and diplomacy as a factor, in the relations of this country with Great Britain, and consequently the relations of Great Britain and other nations. "Wheat Across the Sea" may be equally potent with "Hands Across the Sea." Each of the 520,000,000 bread-eaters of the world is a shareholder in the Great Northern Railroad. For twenty cents the Minnesota farmer may send a bushel of wheat or its equivalent in bread to Western Europe.

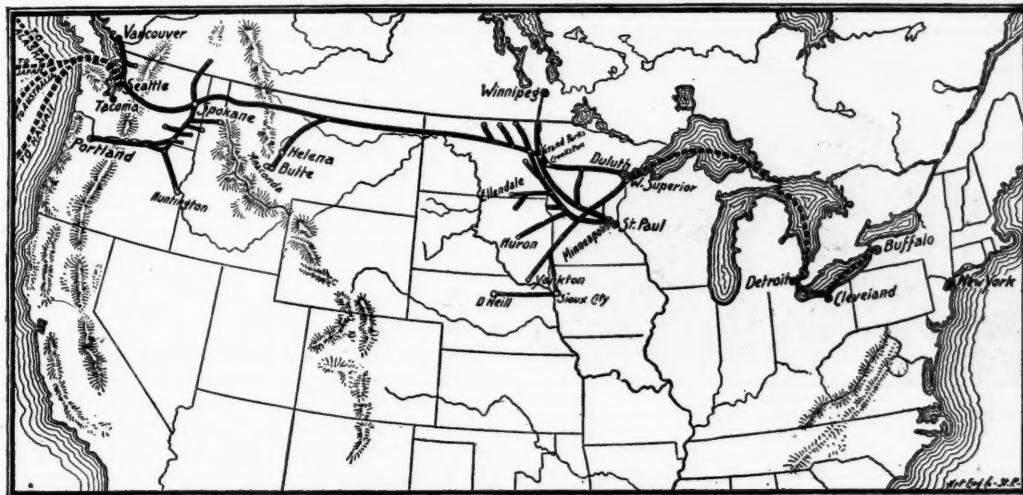
NO ENCOURAGEMENT FROM WITHOUT.

When Mr. Hill first mooted the project of a railroad from Puget Sound to the Great-Lake waterway, passing through what was virtually "An Undiscovered Country," he had to face the knowledge that his road would parallel and run between, at no tremendous distances in this big continent, two already existing lines, neither of which had proved successful. The Northern Pacific had been constructed at enormous cost, with the assistance of the Federal Government, and its record had been a series of failures. The Canadian Pacific had had behind it the resources of the British Empire; to build it half a continent had been put in pawn. Wise men pointed these things out to Mr. Hill. They said: "Even if he can build 2,000 miles of railroad through new country, without governmental aid or subsidy, *cui bono*? What doth it profit a man if he build a whole railroad and lose his yearly dividends?" But Hill saw with a clearer vision. He went ahead with that confidence which is possessed only by great men and fools. Steadily, inch by inch, rod by rod, mile by mile, the shining rails stretched westward through "the land of sky-blue water," passing innumerable sparkling Minnesota lakes, skirting one, bridging another, pushing on through forests and natural parkways, crossing the line into the newer Dakota, chasing the limpid waters of the Red River, and plunging into the trackless ocean prairie—direct, almost as the crow flies, across the billowy fields to the confines of another State; running beside the turbid Missouri, bombarding and overcoming the Rockies, shimmering through cañon, diving through tunnel, climbing over trestle, ever westward, until at last they rested by the waters of the Pacific. Purely as a matter of construction, it was a gigantic feat, rapidly, safely, and cleanly accom-

plished. Then came the rub—the material, but no less important question, from every point of view, of making it pay; and another phase of Mr. Hill's genius was called into requisition. That he succeeded is a matter of railroad history. To the knowledge of a man who knows his business to the minutest detail, the determination of one who will not be defeated, the daring of a pioneer, Mr. Hill must have added an

ries. Hundreds of thousands of acres of previously non-productive land were put under cultivation. Desolate prairies began to bloom. The grain elevator, like a lighthouse in a yellow sea, uplifted itself above the fields of waving wheat.

That there should have come an outlet for these magnificent possibilities, seems now almost inevitable; but in this case the credit must go to



THE ROUTE OF THE GREAT NORTHERN SYSTEM FROM BUFFALO TO SEATTLE, THE ORIENTAL TERMINAL.

instinctive perception which bordered on the gift of prophecy.

THE TRANSFORMATION OF THE NORTHWEST.

Following a railroad come population, trade, civilization. A railroad, even through unarable country, brings some settlers along its line; a railroad, however poorly managed, causes some movement of trade. How much more is this true of a pioneer road through a country every mile of which is possible of settlement, and great tracts of which are as fertile as any on earth! Following the track-layers come the settlers. Following the settlers come the hamlets, villages, towns, cities, the mills, factories, and all the concomitants of trade. The building of the depot causes the construction of the schoolhouse, and the upraising of the church spires to the sky. It is hardly possible to overestimate the effect of the construction of the Great Northern upon the development, physical and sociological, of a great part of our Northwest. The shriek of the locomotive whistle evoked the Spirit of Progress. Village and town sprang up along the line. Dwellings and granaries dotted the prai-

James J. Hill. The State of Minnesota alone produces approximately about 80,000,000 bushels of wheat, or about one-thirty-seventh of the total production of the world. Of this she is able to export two-thirds. Of the Dakotas, not having begun to reach their limit of productiveness, North Dakota raised in 1898 55,000,000 bushels, and South Dakota 42,000,000. Oregon produced 24,000,000 bushels. The modern farming methods in the Northwest challenge the admiration of the world. Steam and electricity are made to serve the farmer's purpose. He plows, reaps, thrashes by machinery. He telephones from his farmhouse to his granaries. Sometimes he receives the latest grain quotations over a private telegraph-wire in his dwelling. Often the acreage of his farm is expressed in the thousands, sometimes in five figures. He comes from the poor places of the earth, and finds a home and self respect. He sends his products to Europe, Asia, Japan, even China. He furnishes a traffic that provides work for tens of thousands of employees of transportation lines. He keeps a procession of grain ships moving to the Sault Ste. Marie Canal which makes the

"Soo" rank ahead of far-famed Suez in point of tonnage. Moreover, he is furnishing bone and sinew for this great country of ours which cannot be expressed in figures. And much of this is due to the Great Northern Railroad.

MR. HILL'S FORTUNE FAIRLY EARNED.

Unlike other "Napoleons of Finance" and "Railway Kings" who have preyed upon the interests confided to their care, Mr. Hill has ac-



CENTRAL OFFICES OF THE GREAT NORTHERN RAILROAD IN ST. PAUL.

cepted no salary, profited by the ruin of no man's fortune, depending for his reward upon the natural increase in the value of his investment. While he has built up for himself and other shareholders of the road a constantly accruing fortune, he has created for the settlers along his line \$1,000,000,000 of wealth in real property. The reduction in rates of transportation has given the shippers along the road practically \$67,000,000, thus diminishing the company's revenues by that amount.

Nevertheless, in fourteen years from the beginning of Mr. Hill's stewardship to 1893, the company had paid to stock and shareholders between \$15,000,000 and \$16,000,000, while employees had received for their share \$79,000,000. Owing to its economy in operation, constantly increasing business and earning capacity, the Great Northern has made a steady decrease in freight rates. Last year the president suggested a new schedule of grain rates, which meant a reduction of \$1,500,000 to the company.

THE GREAT NORTHERN RAILROAD OF TO-DAY.

The Great Northern to-day comprises a system of roads giving in all 6,000 miles of excellent construction, extending in a network from Puget Sound on the west to St. Paul on the east, from Duluth on the north to Yankton on the

south. The headquarters is at St. Paul, where are located the general offices and operating staff. During the season of navigation, Duluth and Superior are, however, the practical terminals, where the road connects with its own steamers of the Northern Steamship Company for Buffalo. Passengers are offered the perfection of travel, via the "Northwest" or "Northland," two of the most luxurious steamers of the world. The restful journey over inland seas, varied with rivers, charming resorts and locks, is attracting tourists to the full capacity of the boats.

In addition to the passenger steamers, a fleet of six freight vessels offers formidable competition to other transcontinental lines. For the Great Northern has thus 2,000 miles of railroad from the Pacific Coast with the added 1,000 miles of cheap waterway, as against the 3,000 miles entirely by rail, of the other roads. The shipping from Duluth and Superior is far beyond belief to the casual observer. In 1898 there was received at these ports 86,000,000 bushels of grain; sawmills on the harbor manufactured 324,000,000 feet of lumber; iron ore shipments reached 6,000,000 gross tons; flour-mills about the bay manufactured 2,000,000 barrels of flour. From these figures, and the fact that the Great Northern handles 65 per cent. of the business, will be seen the change which has been wrought in diverting traffic of the Central West from Chicago and other more southerly lake ports.

MR. HILL'S PLANS FOR TRADE WITH THE ORIENT.

At his western terminal, Seattle, Mr. Hill has put in operation an enterprise which promises to revolutionize the commerce of America, and change the basis of the markets of the world. The following is a letter written by him to a Western Senator, in which he points out the possibilities of trade in China and Japan, and suggests that tariff duties be so adjusted as not to prevent or cut off trade with the countries across the Pacific. Mr. Hill says:

The Asiatic trade is of the greatest importance to this country, and particularly to such portions of it as are interested in raising wheat. A year ago last fall, wheat sold from 18 to 22 cents per bushel in the Palouse country, south of Spokane Falls, and this year it has sold for from 65 to 70 cents. About three years ago I sent an agent to China and Japan to investigate the country, and see what steps could be taken to introduce the general use of wheat flour in those countries, as against their own rice, and found that it was simply a matter of price. I then took up the consideration of building large steamers for that trade, designed to carry cargoes of flour or grain at low rates. I found we could build the ships, but that owing to the sailors' union fixing the wages of sailors at \$30 a month and engineers and other ship employees at about twice the wages paid by Euro-

pean steamers, it would be impossible for us to compete with the English, German, Italian, and Scandinavian ships already on the Pacific Ocean. After the war with China, the Japanese appropriated a large amount of their war indemnity for a subsidy to their merchant marine, and we opened negotiations with the General Steamship Company of Japan, which is owned by the leading men of the empire. We found their subsidy was about equal to the cost of their coal and the wages of their sailors. They pay their sailors \$5 a month (Mexican), or \$2.50 in gold, enabling them to hire 12 good sailors for the wages of one American sailor. After protracted and difficult negotiations, we concluded a contract with them for a line of steamers between Chinese and Japanese ports and Seattle, on condition that they would carry flour from Puget Sound to the Asiatic ports at \$3 a ton, as against \$7 to \$8 a ton formerly charged from West coast ports in the United States. This low rate fixed the rate for all other lines between the Pacific Coast and Asia, and has resulted in carrying out about 18,000,000 bushels, or its equivalent in flour, from the last crop. There is left, I understand, about 50,000,000 bushels to be moved between now and the next harvest.

Thus, you will see, we have been able to find new mouths, which have never before used wheaten bread, to take the entire California, Oregon, and Washington wheat crop out of the European markets. This will reduce the amount going to Europe about 20 per cent., and in bushels about 30,000,000—three times the quantity shipped to Europe from the Argentine during the past crop year. The prices of wheat this year, as compared with last, are about 20 and 25 cents higher; and I think it may be said that from 15 to 18 cents of this rise is clearly due to the withdrawal of all the Pacific wheat from the European markets. I see in this morning's market reports a telegram that European ships are loading with barley, rye, and merchandise from San Francisco to Europe, after waiting four months for cargoes of wheat, and that no more wheat will go to Europe from the Pacific Coast. The only way we could bring about this great reduction in the cost of transportation of flour to Asia was by diverting the tea and matting business, which has heretofore gone mainly on English ships from Asia to New York, and bringing these commodities to the Pacific

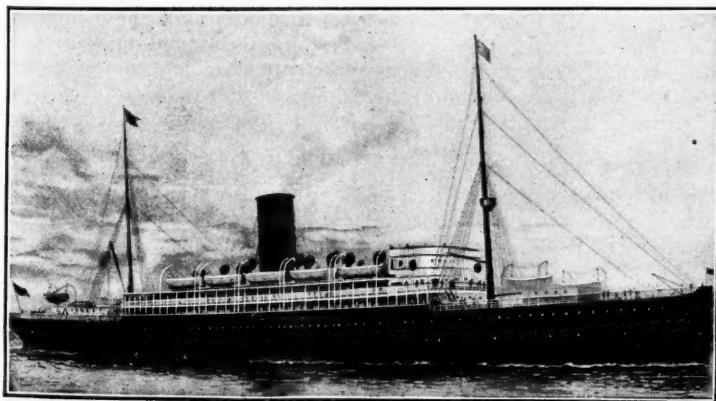
Coast by a low rate of transportation inland by rail to distribute the commodities to points between Minnesota and New York.

I have given you the details, so that you will understand the situation, and be able to see that unless these ships can bring their main cargoes of merchandise to the Pacific ports at rates that will compensate them for the traffic, the business must go, as heretofore, to New York, and the rates on flour to Asiatic ports will be again at the old figure, or an advance of about 50 cents a barrel—which would, in my judgment, destroy the business that has just begun to be built up with that country. The Province of Amoy alone, which is near the coast, contains over 80,000,000 of people, and at 20 pounds of flour per capita per annum would consume the product of 40,000,000 bushels of wheat. The large districts of Tien-Tsin and Shanghai, both easily accessible from the sea, would consume about as much more as soon as the trade can be fully opened. It is not outside the range of possibility that we could ship wheat from Devil's Lake to the Pacific Coast for this trade. We certainly could at 53 cents a bushel—cost for the wheat at Devil's Lake or points west, as long as the demand for flour continues to grow as it has for the past six months.

STEAMERS TWICE AS BIG AS THE "LUCANIA."

In addition to the grain trade, Mr. Hill has succeeded in diverting an appreciable amount of lumber, silver, steel rails, cotton, and tobacco to the Orient, thus relieving the overstocked condition of Western markets. So rapidly has the trade with China, Japan, and the Philippines grown during the past few years, that the Nippon-Yuson Kaisha Steamship Company has never been able to carry the goods waiting on the docks at Seattle. To meet the growth of this business, the Great Northern is obliged to build a fleet of its own trans-Pacific steamships, and has placed an order for huge steamers which will mark a new era in ocean transportation. Instead of the 10,000-ton ships planned eighteen months ago, it has been found necessary to order ships that

will carry 20,000 tons, or of a measurement capacity of over 28,000 tons. To give an idea by comparison, the *Campania* and *Lucania* are 14,000-ton ships. Each of the Great Northern steamships, to be in operation a year from this fall, will be equal to the *Campania* and *Lucania* put together. The deck-room in each of the ships to be devoted to the carrying of freight is over five acres in extent. The vessels will carry 15,000 to 20,000 tons of freight, which will necessitate 1,000 to 1,500 cars to haul one of



ONE OF THE 28,000-TON STEAMSHIPS BUILDING FOR THE ORIENTAL SERVICE.



MOUNT INDEX, WASHINGTON.

(Typical Scenery on the Great Northern.)

these loads to and from the steamer. To take care of the cargo of one of these steamers will require 20 miles of yard-tracks, which are in process of construction at Seattle.

THE TRANS-SIBERIAN COMPETITION.

To secure dispatch and the saving in time of handling cargoes, appliances will be provided for the new ships hitherto unknown in the handling of freight. The furnaces will be fed automatically—coal loaded by conveyers and distributed by gravity. By economy in small things, these vessels will be able to compete with traffic via the Suez Canal. Steamship connections are contemplated with Vladivostock and the Trans-Siberian Railway, thus opening up that vast country to our markets. It has been urged that the Trans-Siberian Railway will disturb these schemes for the distribution of grain to Asiatic ports by emptying there the products of the Russian wheat-fields. One has to consider that Minnesota flour can be laid down at Vladivostock for \$1.25 a barrel in freight charges, while the Russians cannot carry it to that port under \$4.25 a barrel. Thus, it will be many years before their competition will be felt.

In his Oriental enterprises, Mr. Hill's knowledge and foresight have been supplemented by events; for he has that best gift of his fairy godmother—luck. Let him undertake a new operation, and the stars in their courses seem to

fight for him. Are the Orientals slow in acquiring a taste for flour; does the stock market need a "flip";—the nations of the earth go to war or famine obligingly stalks through the land,—and, behold the market for his wares, the demand for his supply!

THE METHODS OF A RAILROAD GENIUS.

As in the conception, construction, and extension of the road, so in his methods of operation, Mr. Hill's achievement is unique. He has the genius which in a military age would have made a Napoleon.

He has made the road; he is the road;—he is its head, its hand, its conscience. He has risen through successive stages and grown with the road's growth. He has stud-

ied, assimilated, taught,—and moved on. Wherever he left a department he shed a system. In his rise he has carried with him a staggering weight of detail. He knows every inch of the country through which his road runs—in its geography, topography, fauna, flora, minerals, water, air, population, resources, and portable products. He knows the road in its sleepers, rails, spikes, ballast, engines, shops, sidings, and stations. He knows exactly what pressure every part of every engine can endure, what work it is capable of performing, and how long it should last. So close a touch has he on every detail that he feels the slightest jar in the vast machine, and his finger falls instantly upon the disturbing cause. He seems omniscient and omnipresent, appearing unexpectedly at remote mountain-stations,—from no one knows where,—and vanishing as mysteriously as he came.

AN UNDIVIDED RESPONSIBILITY.

There is no filtering of authority through vice-president, general manager, or chief clerk, with the consequent shifting of responsibility; the enlightenment, reproof, or dismissal comes on the spot, warmed with Mr. Hill's personality. As a result of this close relationship between him and his employees, the Great Northern has been singularly free from the strikes, agitations, and annoyances which have beset other roads. The only strike of any consequence was in 1894. It

grew out of the fact that the prevailing business depression of 1893 had made necessary a reduction in the payroll of the Great Northern Railroad Company, and this was brought about in part by reducing the salaries of its officers and the rates of pay of its employees.

During the winter, representatives of the American Railway Union, formed in 1892, had been active in the work of organization on the lines of several railroads, among others the Great Northern. The work was conducted with great secrecy, and none of the officers of the company had knowledge of it. The company having for years recognized the old unions, had no knowledge of complaints, or of any considerable dissatisfaction on the part of its employees, who at that time numbered about 8,000.

When the cloud finally broke, there were many misconceptions, therefore, to be cleared away; and it was not for some two weeks that Mr. Hill and the strike organizers came to understand each other. When they did, the whole trouble was promptly and finally settled by arbitration. Through the whole incident Mr. Hill's was the guiding mind in every detail, and his clear head, tact, firmness, and fairness were successful in bringing to a happy issue a matter which might have had permanently unfortunate results in the hands of a man of less generous mold.

TRAINING YOUNG MEN FOR THE SERVICE.

In connection with the general offices, there has been established a school of railroading, where young men are given a thorough knowledge of every department. When a new branch road is organized, or a department is created, the man needed for its head is immediately forthcoming; for at the same time Mr. Hill foresaw the future need, he foresaw the man for the place, and began to train the boy. The motto of the Great Northern road should be, "The child is father to the man;" for Mr. Hill believes that strength and swiftness are in the feet of young men. His son, James N. Hill, is president of the Spokane & Northern Division, and also third vice-president of the general system. His son, Louis Hill, is vice-president of the Eastern Minnesota Division. Both are young men of great promise, who have served their apprenticeship in every branch of railroading; and upon them Mr. Hill is gradually

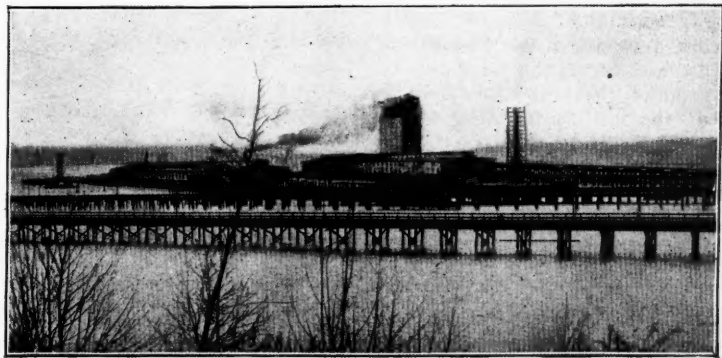
unloading the enormous burden which he has carried so long.

MR. HILL A MANY-SIDED MAN.

During those years of apprenticeship in the steamboat office he was preparing himself to fill in the canvas which then contained but the sketchy outlines drawn by his imagination. Days filled with labor were succeeded by nights of unremitting study. The subjects devoured were so far apart in interest, so abstruse and apparently impractical in application that nothing but the preparation of an encyclopædia would seem to justify his selection. This omnivorous appetite for reading, joined to a phenomenal memory, makes his learning prodigious. Question him on almost any subject and you are overwhelmed by a steady flow of information, detail, statistics, until the finite mind reels. No man is so versed in his own specialty that Mr. Hill cannot teach him something therein. This course of study was to prepare him not only for a successful business career, but also to provide resources of enjoyment for his dearly-bought leisure. He may, like Carlyle, be described as a sledge-hammer with an æolian-harp attachment; for, while his knotted muscles are battering away for the world's commerce, his delicately strung sensibilities never fail to give answering music to each wandering wind of beauty or fancy. He is essentially domestic, and lives amid his regal surroundings a life of rugged simplicity.

MR. HILL'S HOME IN ST. PAUL.

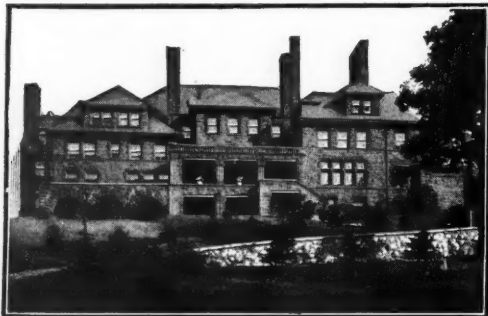
Mrs. Hill, who was a Miss Mary Mahegan, is a woman of beautiful face and more beautiful



DOCKS CONSTRUCTED FOR THE ORIENTAL SERVICE AT THE SEATTLE TERMINUS.

character, and is universally beloved. She possesses a rare combination of quiet humor, tact, and executive ability. To these qualities, and the consequent thrift, discipline, and comfort in

their domestic affairs, Mr. Hill ascribes no small measure of his success in life. A family of nine interesting and gifted children have grown up about them. To each has been given the best



MR. HILL'S RESIDENCE AT ST. PAUL.

preparation which America offers educationally to fit them for the wide opportunities of their lives.

Several years ago Mr. Hill built in St. Paul one of the handsomest houses in America. It is baronial in style, massively built of brown stone, and contains every interior perfection known to science. With his characteristic love of detail, he spent a fortune on plumbing, heating, lighting, and ventilation. The interior finish is simple and rich as the exterior. The house is filled with the rarest and costliest of art treasures, tapestries, rugs, vases, wood-carvings, antique furniture; all are of the choicest selection and of quiet taste. His art gallery ranks second or third among the private collections of the United States. He has a fondness for French art, and among the gems are some of the best specimens of the modern painting of that country. Some of the notable ones are Corot's "Biblis," Ribot's "Descent from the Cross," Diaz's "Storm," Rousseau's "Mont Jean de Paris." Added to these are some of the masterpieces of Millet, Delacroix, Deschamps, Troyan, Bougereau, Henner, Laurens, and Jules Breton. Of every picture Mr. Hill will give you the conception, the technical and artistic value as no one but a painter could do, as well as every

fact of interest concerning each artist. As an art critic, so his ability as a lapidary; he has one of the choicest private collections of jewels in America, and can detect at a touch any flaw, however obscure. These jewels he collects for the pleasure he takes in their perfection, as the members of his family seldom wear them. All these treasures of their superb home Mr. and Mrs. Hill enjoy and share without ostentation or vanity—a constant object lesson and benignant influence to those about them.

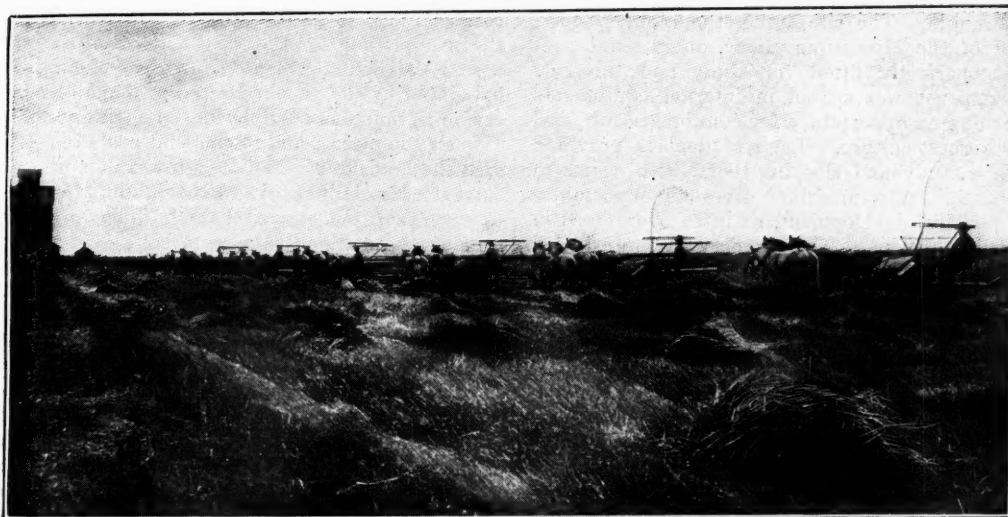
One of Mr. Hill's dearest ambitions was to be a soldier, and it was a bitter blow at the outbreak of the Rebellion that, owing to a defect in his vision, he was not accepted for service. Upon this fact, doubtless, his whole career hinged. In hardships and hairbreadth escapes, traveling by dog-sledge and on foot, he sought to forget this disappointment in fighting his country's battles against wilderness, desert, and mountain.

FARMS AND EXPERIMENT STATIONS.

Mr. Hill's order of intellect does not permit him a recreation that is purposeless; every pastime develops into a science. Thus his farming, which he began as a relaxation, has developed an experimental station. His North Oaks farm, within easy driving distance of St. Paul, contains 5,500 acres, inclosed by a single fence. The land is wooded or under cultivation, and seven lakes are included within its limits. The buildings are unpretentious and simple, like those of the surrounding farms, but so numerous as to form a good-sized village. They consist of



A HERD OF BUFFALO ON MR. HILL'S FARM, NORTH OAKS.



HARVESTING WHEAT ALONG THE LINE OF THE GREAT NORTHERN RAILROAD.

a house for the family, another for the workmen, horse and cow stables, pig-sties, hay-barns, extensive greenhouses, a marble-fitted and refrigerated dairy, a bowling alley and boathouse. In the interior arrangement, the highest degree of sanitation and comfort is secured. Here he has collected, from all parts of the world, the best breeds of horses and cattle, whose feeding, training and marketing he personally oversees to the minutest detail. He has a strong love for horses, and seldom sells any of those he has raised. Upon an island in the largest lake he is preserving a herd of elk. In another pasture he has a large herd of buffalo—among the last of their vanishing race.

Near Crookston, Minn., he has a grain-farm of 35,000 acres. This is carried on in the same manner as the large farms in Dakota, with all externals of the plainest, but with the latest labor-saving machinery.

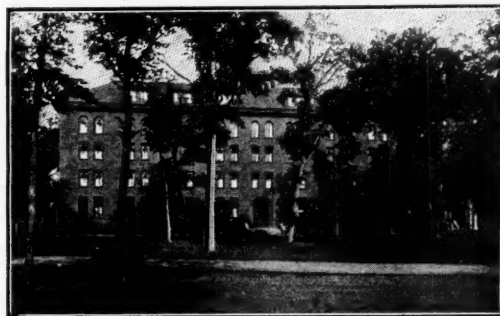
EDUCATING THE LOCAL FARMER.

In his farming, as in his home life, Mr. Hill's aim is to be a helpful neighbor; the result of all his experiments he shares with those about him. The value of his agricultural and stock-raising knowledge to the settlers along the line of his road is, in consequence, incalculable. He is constantly giving talks and addresses at State and county fairs, stock-growers' conventions, and before legislatures. It is largely through his influence that the Red River Valley settlers have been induced to take up diversified farming instead of depending, as formerly, upon wheat alone; and, in consequence, having to face star-

vation with every crop failure. In this, as in all his advocated reforms, he does not stop with "talk." Following his instruction, he has scattered along the line of his road, for free use of the farmers, 500 blooded bulls and 3,500 boars. The result of this foresight has been a complete transformation of the "scrub" stock of the Northwest.

MR. HILL'S PHILANTHROPIES.

One of Mr. Hill's most notable philanthropies is the St. Paul Theological Seminary—a school of preparation for the priesthood, dedicated in 1895. Unlike most philanthropists, and with characteristic modesty, Mr. Hill refuses to allow this institution to bear his name, but gives that honor to the city of his residence. The buildings, erected through the gift of \$500,000, are six severely handsome structures of pressed brick, built in the English University form of a



ONE OF THE BUILDINGS OF THE ST. PAUL SEMINARY.

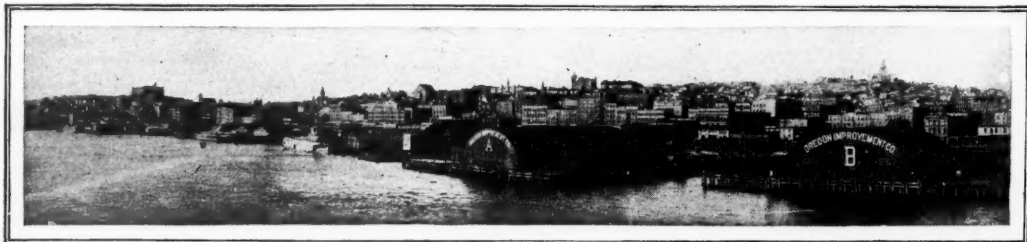
quadrangle. The site, upon the high, wooded bluff of the Mississippi River, offers a quiet retreat, perfectly fitted for study and thought. No expense was spared in internal equipment, affording an opportunity for comfort, health, and the highest culture. Each student is provided with a study and sleeping room, with access to the bath. A gymnasium gives an opportunity for physical development, so often overlooked in such institutions. The seminary offers unrivaled opportunities for theological research, as well as a broad culture in science and literature, not usually joined to a theological course. While the seminary is intended principally for the ecclesiastical province of St. Paul, and draws its students from the dioceses comprised in this province, still it is open to students of all sections of the country, and from the first its fullest capacity has been tested. The Right Reverend Monsignor Cailliet, a pioneer in Minnesota religious life, was its first rector. On his death the Very Reverend Patrick R. Heffron, a young man of unusual attainments and brilliancy, became its rector.

Two Protestant colleges in the environs of St. Paul owe, in a large measure, their prolonged activity to Mr. Hill's generosity—Macalester, a Presbyterian institution, and Hamline, of the Methodist denomination. Indeed, scarcely a church of St. Paul has appealed to Mr. Hill in vain in its financial crises; and many towns along the lines of his road show with pride some church, educational, or philanthropic institution which he has built or helped to build.

A PROPHET WITH HONOR.

Though a prophet's own country is proverbially slow in honoring him; though Mr. Hill had long been feared in New York, honored in London, and fêted on the Continent, his own city presented an unusual spectacle when they

rose as a man to honor him. The occasion was the completion of the Great Northern road across the continent in 1893. The committee appointed by the people desired to make the occasion as much as possible like the triumph of a Roman conqueror, and to this end proffered Mr. Hill the homage of his fellow-townsmen upon a salver. Mr. Hill thanked his neighbors for their appreciation, but denied having done anything worthy of note, and refused to be the heroic figure of a spectacle. The completion of a trans-continental line, with headquarters in St. Paul, he considered an event worthy of celebration, but he also thought it a pity to waste so much enthusiasm when it might be turned to lasting good; so he suggested that the thousands of dollars which the committee had raised to spend on this Roman holiday should be doubled by a like amount, which he would give, and that a public library building should be erected as a monument of the achievement. But the people clamored for pageants, speeches, processions, banquets, and handshakings, and Mr. Hill was overridden in his modest and beneficent design. Concealing his distaste politely, he rode at the head of the two-mile procession beneath unsteady triumphal arches, with the clashing brass bands inseparable from such an occasion. He stood for hours and shook hands with the entire Northwest at a monster reception. He sat at an interminable Lucullian banquet, where walls and tables bristled with floral locomotives. Through it all he gracefully discharged the undesired duties of the hero, and took the affair as a tribute to the Great Northern road and not to himself. The people, however, meant it otherwise; and it remains upon the annals of his city as a spontaneous tribute of love and reverence to the man who had conquered the wilderness and mountains of the great Northwest.



PANORAMIC VIEW OF SEATTLE FROM THE HARBOR, SHOWING GREAT NORTHERN DOCKS IN THE CENTER.

PARIS AND THE EXPOSITION OF 1900.

BY ALBERT SHAW.

EXPOSITIONS are never ready on the opening day. This, however, is by no means so unfortunate a circumstance as it is customary to regard it. The making of an exposition is of itself a wondrous and instructive spectacle; and it is something that the public may not see before the formal day of opening. The discomfort of dust, rubbish, and obstructed passages on the Paris Exposition grounds during the closing days of April and the opening days of May could readily be overlooked when weighed against the fascination of the scene in general and in detail.

The railroad tracks laid temporarily for the distribution of building materials and exhibitors' boxes still gridironed the grounds, and were crowded with freight cars of all shapes and sizes from all the countries of Continental Europe. The principal buildings were so nearly completed as to afford the visitor the full benefit of the larger architectural effects, while enough remained to be done here and there to keep an army of workmen employed and to render it particularly easy and agreeable for the visitor to observe all the processes of construction and decoration. It was a pleasure to note the progress made from one day to the next in the marvelously beautiful landscape gardening; in the completion of pavements, roadways and passages; in the placing of exterior sculpture; in the erection of exhibitors' pavilions within, and in the arranging of the exhibits themselves.

In all this work, the thing that might naturally make the deepest impression upon the mind of the thoughtful American observer was the close alliance between the artist and the

craftsman. This Exposition of 1900 is not so much characterized by vastness and quantity as by beauty, quality, and careful selection. To have arrived on the scene when nine-tenths of the heavier work was done, and to have been allowed—for twelve cents a day—to stand at the elbow of artists, architects, highly skilled mural decorators, mosaic-workers, carpenters, joiners, plasterers, painters, and good workmen of all crafts,—most of them French, but with a fair sprinkling from all countries,—ought to be regarded as a rare privilege rather than a thing to find fault about. And so it occurs to me to recommend to exposition managers henceforth (Buffalo and St. Louis, please take notice) not to apologize for the inevitable incompleteness of things on the day set for opening, but rather to assume credit for allowing a vast deal of extremely attractive work to be seen in the final stages and processes of creation.

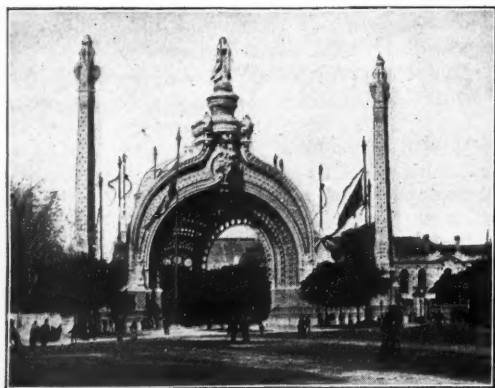
What remains of the Chicago Exposition of 1893 is the memory of a grandeur and beauty of general effect never seen before, and not likely to be equaled in the century upon which we are entering. The power and greatness of America were nobly symbolized in this inspired spectacle on the shore of Lake Michigan. It is difficult to compare things so different as the American Exposition of 1893 and this latest attempt. It is not even easy, in a sentence or two of generalization, to compare the Paris Exposition of 1900 with that of 1889—which has left behind it the Eiffel Tower as its most enduring survival and monument. In some respects the present one is less beautiful than its local predecessor.

In most regards, however, this exposition seems to me far greater and more significant. Its ground space is three or four times as large as that occupied by the famous Exposition of 1878, of which the Trocadéro Palace, then deemed so notable an architectural monument, remains as a permanent museum and also as a building which lends itself readily this year, as in 1889, to exposition uses. The *ensemble* view from its terraces this year, as eleven years ago, is magnificent; while from its lofty tower the outlook (300 feet above the river; take elevator) includes not merely the exposition, but affords a bird's-eye view of all Paris and its surrounding country.

The exposition at Chicago was mainly a thing



WORKMEN ON UNFINISHED BUILDING.



MAIN ENTRANCE ON THE PLACE DE LA CONCORDE.

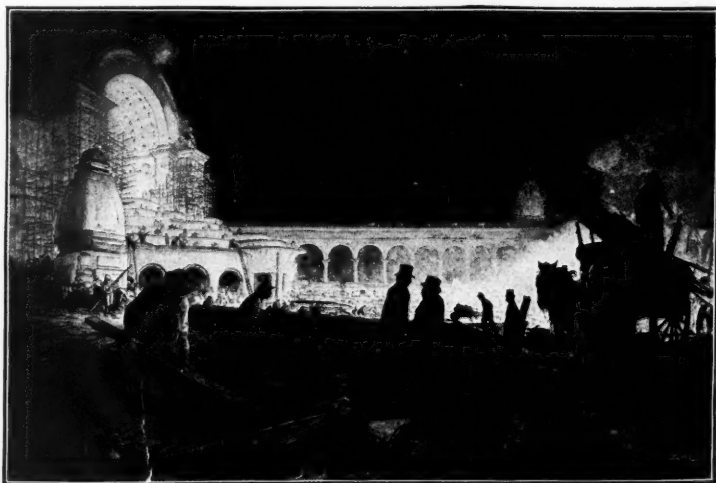
apart. It bore no vital relation to Chicago as a city, nor yet to the life of Chicago as a phase of modern civilization. Chicago itself, however, was the climax of American vigor, energy, and material progress; and thus the visitor had the benefit, as it were, of two great creations side by side—viz., Chicago itself and the White City in Jackson Park.

The Paris Exposition, on the contrary, is best understood, as it seems to me, when it is regarded as part and parcel of the city itself. It is located in the very heart of the metropolis; and it adapts itself so ingeniously and attractively to the spaces at its disposal that it seems to be, in large part, an extension of the city. It is essentially Parisian in its spirit, both external and internal; and I find it natural and convenient to think of it merely as a manifestation of this most cosmopolitan of cities in a season when special efforts have been made to provide entertainment, instruction, and diverse attractions.

The saying that Paris is France contains, of course, only a half truth. No metropolis can fully exhibit the life of a people. But, on the other hand, it is doubtless true that no other capital city is so representative as Paris of all that characterizes the nation; and this overshadowing importance of the French capital has never been so marked as in the last years of our closing century. But, during the Exposition period, Paris becomes also a rendezvous and center of

ideas for the whole world. The Exposition, then, may be conceived of as the City of Paris occupying itself with the entertainment of a sort of congress of the nations—with a gracious display by all of things interesting and characteristic that illustrate their history and contemporary life; nothing being done in the spirit of rivalry, but all in a generous spirit of kindness and mutual helpfulness.

Just here I must say a word in contradiction of much that has been printed about the treatment of strangers in Paris in the Exposition year. I have been unable to discover anything but civility and goodwill. It is true that the hotels obtain higher prices than usual for well-located rooms. But at the most crowded periods of the season their prices will hardly approach the ordinary charges of correspondingly good New York or London hotels. Throughout the Exposition season there will be, in my judgment, ample accommodation at fairly reasonable prices. As for the tales of extortion on the part of cab-drivers, shopkeepers, restaurants, and so forth, which have appeared in various American newspapers, I am unable to find anything to justify them. The street railroad and omnibus service of Paris is so cumbersome and slow that most Americans prefer either to walk or to take cabs. Far from its being true, however, that the cab-drivers are disagreeable, extortionate, or untrustworthy, they are as angels of light when compared with New York street-car conductors. The fares are small, and the system affords hardly more occasion for disagreement about payment than do street-car fares in America. The principal thing for the stranger not accustomed to



SCENE ON THE NIGHT BEFORE THE OPENING.

Parisian ways to remember is that he is dealing with a people of exceptional politeness, and that on his own part good temper, courtesy, and a smiling face will do more than anything else to make his visit pleasant and profitable.

As we enter the new century, Paris remains preëminently the typical modern city. The Exposition is very largely under the direction and control of the officials who administer the Public Works and other departments of the municipality. This fact renders it the more convenient to study a good deal of the Exposition as if it were a part of Paris itself. Throughout the city, even at its very heart, one finds marvelous attention everywhere to trees and parkways. On many of the boulevards and avenues there are not less than four rows of shade-trees. The beautiful arrangement in the Exposition grounds of trees, flowers, and green lawns have been produced by the same men who are responsible for the charm of trees and parks that pervades the entire city.

In like manner, the architecture and decoration of the Exposition have, to a great extent, been in

the charge of those municipal departments which carry steadily forward the great work of developing Paris as a city of beautiful and harmonious arrangement and construction, and of artistic embellishment.

The spaces selected for the present Exposition are not large enough to make possible those magnificent effects produced by sheer size and proportion at Chicago. Nevertheless, some splendid perspectives and delightful vistas have resulted from the skillful way in which already existing and permanent architectural monuments and features have been brought into relation with the temporary structures of the Exposition.

The most essential feature of the entire scheme is the River Seine, which passes through Paris like a great canal, with embankments of noble masonry and broad quays flanked by public buildings. The most central open spot of Paris is the great square known as the Place de la Concorde. Standing in the center of this square, one looks eastward through the garden of the Tuileries to the Louvre; westward up the most

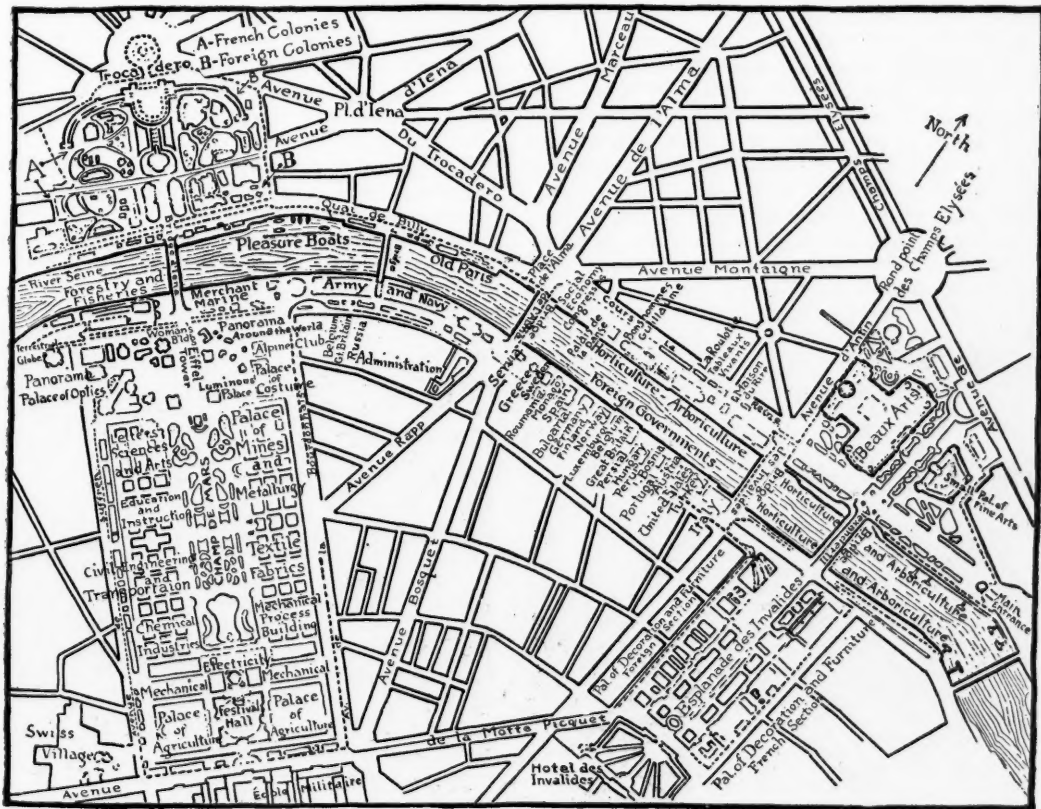


DIAGRAM SHOWING THE GROUND SCHEME OF THE EXPOSITION.

magnificent avenue in the world, that of the Champs Elysées, to the Arc de Triomphe; northward past the beautiful building of the Department of Justice to the noble Greek portico of the Madeleine, and southward directly across the crowded Bridge de la Concorde to the broad façade of the Palais Bourbon, with its twelve columns—a building now occupied by the Chamber of Deputies. Adjoining this building, on the south side of the river, i.e., on the Quai d'Orsay, opposite the Champs Elysées, is the building of the Department of Foreign Affairs; and next in order is the great soldiers' home and museum known as the "Hotel des Invalides," in the rear of which is the tomb of Napoleon, surmounted by a great gilt dome that is one of the chief of the architectural landmarks of the city. In front of the Invalides, and extending to the embankment of the river, is an open square or esplanade upon which a part of the new Exposition has been built.

At precisely this point there has been constructed a new bridge, named for the late Czar Alexander III. of Russia, and just now completed, which is for the present season used exclusively as a part of the Exposition, and which is incomparably finer than any other of the beautiful bridges that span the Seine. This bridge is approached on the north side of the river by a very short new avenue connecting it with the Avenue de Champs Elysées, and named for the present Czar Nicholas. On either side of this new avenue there has been built a Palace of Fine Arts, the smaller of which is devoted to pictures



THE GRAND PALAIS DES BEAUX ARTS.

characteristic of the entire art history of France; while the larger one, on the westward side of the avenue, will henceforth be at the disposal of the great yearly art exhibitions, though for this Exposition year it is devoted to the French and international art of the Nineteenth Century. These buildings were formally opened by President Loubet on May 1.

One of the chief indirect effects of an occasion like this Exposition is the stimulus that is given to the carrying out of great projects of permanent architectural embellishment and of public improvement in general. The most conspicuous monumental survival of the present Exposition season will be the Alexander Bridge and the new Nicholas Avenue, with the two beautiful art buildings.

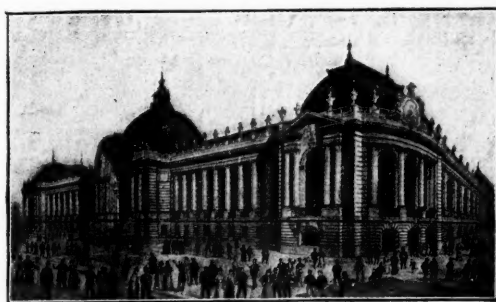
The central part of the esplanade of the Invalides has been arranged—for Exposition purposes—as a continuation of the Nicholas Avenue; and on either side of the central street are tem-



THE BRIDGE OF ALEXANDER III.

porary but exquisitely beautiful buildings, in which are contained the exhibits of the finer kinds of manufactured goods—textiles, potteries, and porcelains, jewelry and fine metal-work, furniture and articles of house decoration, and manifold other products of industry, chiefly of an artistic or ornamental character.

These buildings on the esplanade are kept low enough to permit the gilded dome of the Invalides to dominate the general effect. Thus one stands at the entrance of the Nicholas Avenue, with the colonnades of the new Art Buildings on either hand, and looks across the broad Alexander Bridge down a vista of amazing symmetry



THE PETIT PALAIS.

and beauty, terminating in the great dome beneath which lies the great Napoleon's sarcophagus.

The bridge symbolizes the Franco-Russian Alliance. The present Czar laid the corner-stone of it four years ago. It is the present French theory that this alliance has made for peace and true civilization. A Frenchman might readily enough say, that the best interpretation of the Exposition itself is to be found in its setting forth of the progress of France and Russia both in domestic development and in imperial or colonial activity since the establishment of the *entente*. Europe has been kept at peace, and France has been relieved from the painful anxiety and sense of isolation that had characterized the previous fifteen or twenty years. It was this alliance that gave France the heart and courage to project the present Exposition.

Besides the art buildings and the Alexander Bridge, another great permanent improvement which will have

been due to the Exposition is the so-called *Metro-politain*, or underground rapid transit line. This, to be sure, has been talked about for a great many years. But nothing would have been done toward its present accomplishment but for the impulse given by the anticipated demands of the Exposition year. Some further account of this transit project, as financed by the municipal government, is reserved for another article.

It had been hoped, at one time, that the great scheme for the removal of the belt of fortifications around Paris—a scheme that calls for beautiful new boulevards and park spaces, and for the annexation of the outer zone of growing suburbs—might also have been accomplished, as a part of the local programme of progress to be celebrated in the present year. But this desirable reform is complicated with elaborate and difficult questions of finance; and it is likely to await, among other things, the abolition of the *octroi* system. That mediæval device of a municipal tariff upon supplies brought into the city even yet affords Paris half of its total yearly revenue. These great forward steps will at least have been taken much sooner than they otherwise could have been, by reason of the agitation of them in connection with the present Exposition.

Among other important projects achieved at this time, conspicuous mention belongs to the Orleans Railway—the system that serves Southern France—for the construction of an underground line by which its trains are brought to the heart of the city, where a magnificent new terminal station with an adjoining hotel has been constructed on the Quai D'Orsay, near the Chamber of Deputies. Connection is made also with the new metropolitan or municipal under-



THE AVENUE TO THE ESPLANADE DES INVALIDES.

ground transit system which passes beneath the Seine.

Railway tracks also pass underneath the Exposition grounds, where hoisting-machinery delivers freight through shafts or openings, which appear at a little distance to be regular squares in geometrical flower-gardens.

I am tempted to linger somewhat upon this topic of the relation of the Exposition to the further improvement of the beautiful city that surrounds it; but I must proceed with some further notes upon the arrangement of the Exposition itself.

From the new Alexander Bridge to the Pont d'Iéna—the bridge directly facing the Trocadéro Palace—the distance is a little more than a mile. Opposite the Trocadéro, on the south bank of the Seine, is the Champ de Mars—an open space of about 120 acres, ordinarily used for military maneuvers. It is the principal site of the present Exposition, as it was of the one held eleven years ago. Between the two bridges just mentioned, the Exposition occupies a narrow strip a mile long upon each bank of the river.

Thus the great show may readily be divided geographically into six parts, as follows: (1) The new art buildings at the approach to the Alexander Bridge, together with the main Exposition entrance and the other minor structures that are near by in the Champs Elysées; (2) the exquisitely beautiful buildings across the Alexander Bridge on the esplanade of the Invalides; (3) the series of buildings on the north embankment, extending from the Art Palaces to the Trocadéro; (4) the row of buildings on the opposite bank of the river from the Invalides to the Champ de Mars; (5) the Trocadéro Palace, with the numerous temporary buildings and pavilions that throng its 30 to 40 acres of grounds; (6) the Champ de Mars, just opposite the Trocadéro, containing the larger buildings and the greater part of the general exhibits.

These six divisions of the Exposition proper do not contain all of the side-shows for which one pays an extra admission. There are more than fifty of these private enterprises of one kind or another, some of which—notably the Swiss village—are as attractive as any parts of the strictly official Exposition. There must also be mentioned, however, as belonging to the Exposition proper, although several miles away from it, the "Annex" for railway exhibits and the like in the great park at Vincennes, east of Paris.

I do not find myself in the least disposed to agree with those critics who have called the present Exposition rambling and scattered, and therefore wasteful of the time and energy of the visitor. On the contrary, I have found it the more

accessible and the more easy to analyze and understand, by reason of its charming projection along both banks of the river. The Seine lends both access and beauty to the Exposition—somewhat as the Grand Canal ministers at once to the beauty and the convenience of Venice.

My first proceeding after reaching Paris late in April was to walk quickly from my hotel across the Champs Elysées to the river bank, where I took one of the numerous little steamboats that ply swiftly up and down the river and that are incomparably more efficient as a local transit service than the omnibuses or tram cars. It was just before sunset of a perfect day; and the Exposition disclosed itself on either hand. I could not wish a more delightful first view. It was a little like approaching the Chicago World's Fair by way of the lake, and also a little like seeing the Court of Honor at that Fair from a gondola on the lagoon. But the effect of the Paris Exposition from the Seine is, of course, infinitely more lively and varied.

On the left bank, following the great new station of the Orleans Railway, the Chamber of Deputies and the Palace of the Department of Foreign Affairs, comes the ambitious and brilliant architectural medley of the Exposition Pavilions erected as national headquarters by various governments. I shall not undertake to describe these, and may merely remark that no buildings so finished and so perfect in minute detail have ever before been constructed to serve the transient purposes of a fair.

At Chicago, almost every structure was of pure white; but at Paris the most lavish use has been made of tone and color. The possibilities of plaster or "staff" are indeed surprising. Thus one finds what appear to be old Normandy houses, timber-framed and weather-worn, so perfectly reproduced in plaster that an expert at a distance of two feet would think himself looking at genuine old oak. The Belgian Government has erected as its headquarters a reproduction of one of those beautiful and highly ornate Gothic town-halls of the middle ages, for which Belgium is so famous; and the coloring and general aspect of old carved stone are so perfect as to make the illusion complete.

Everywhere, both inside and outside of the buildings, the mural painters have worked wonders. Their designs—symbolical, historical, or faithfully descriptive of scenery or contemporary life—supplement the exhibits of many countries and regions. Beautiful decoration in color is so profuse that it seems almost to "run riot." It makes an American shudder to reflect that most of this must be destroyed in a few months. For in our whole western hemisphere there is proba-

bly not so much really good mural painting as has here been improvised for the fleeting purpose of a season's passing show. But we are improving in these matters; and our painters and architects have also contributed something—in a modest but approved fashion—to the adornment of the beautiful shell of this Exposition.

The most convenient general entrance to the Exposition is at the Pont de l'Alma—a bridge midway between the new Alexander Bridge and the Iéna Bridge which connects the Trocadéro with the Champ de Mars. The row of pavilions of the foreign powers ends at this point. The remaining space on the south embankment is occupied by long buildings devoted to military and naval exhibits. Schneider of Creusot, whose artillery has made the Boers so formidable, has a great exhibit that is a special center of interest; while the most conspicuous thing that England has contributed to this exposition is the unique building, decorated with cannon and round shot, erected by the Maxim firm, and full of hideously splendid specimens of rapid-fire machines and rifled artillery. Attractive exhibits in special pavilions are provided by some of the great commercial steamship companies, notably those of Germany.

On the north bank of the Seine, beginning at the point nearest the Alexander Bridge, one finds, first, the building erected by the city of Paris, and filled with exhibits intended to illustrate the various departments of municipal administration. This building is exceedingly at-

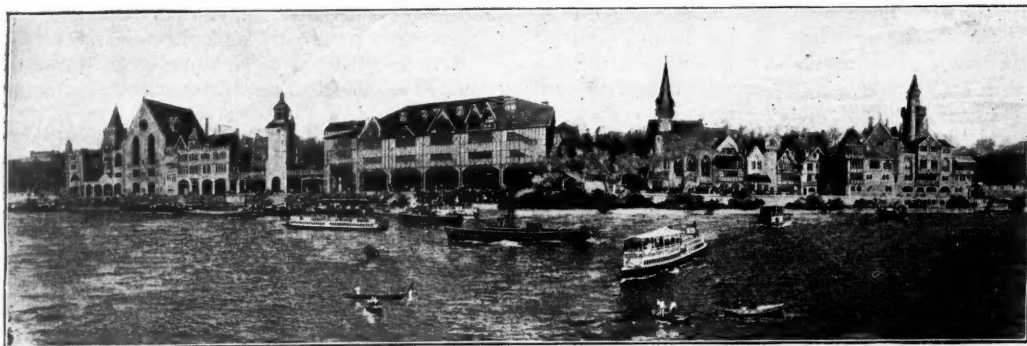
tractive in its arrangement and very beautiful and suggestive in its artistic embellishment; but the exhibits do not seem to me quite so seriously instructive as those made by the municipality in the Exposition of 1889. Above all else in this building, the visitor will be likely to remember the exhibits made by the "professional schools" of Paris—which are what we should call technical and practical trade-schools. Paris deliberately adapts its popular education to the actual life of its people. It does not merely teach plain sewing to small girls, but it provides for older ones the most thorough education in the making of all sorts of costly and beautiful garments.

In short, there is no accident in the fact that Paris leads in fashions, and provides costumes for the wealthy of all countries. The application of art to industry, whether in the making of gowns or of fine furniture, is promoted in all possible ways by the general and municipal governments, as vital to the prosperity of the community. It would fill a page to give the merest outline of the variety of special schools in Paris for the teaching of arts and crafts. Even the cab-drivers have a school, where they learn everything possible—(1) about the streets, public places and topography of Paris; (2) about driving and the proper care of horses and vehicles; and (3) about the police regulations which directly or indirectly concern the drivers of public carriages.

The serious student of municipal administration will, of course, use the display of the municipality at the Exposition as supplementing his



VIEW OF THE NATIONAL PAVILIONS ON THE QUAI D'ORSAY.



"OLD PARIS," ON THE LEFT BANK OF THE SEINE.

direct observations of the municipal life around him, and as illuminating the statistical information afforded by books and documents.

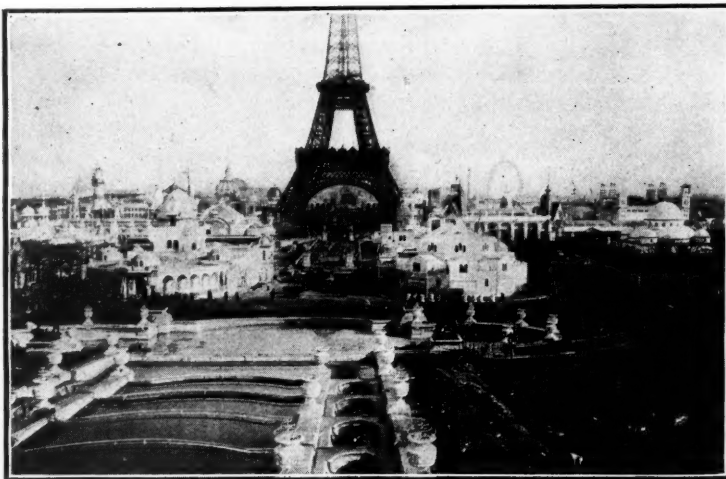
Beyond this building of the municipality are the beautiful glass pavilions, framed in green, of the horticultural department of the Exposition. Crossing the river at this point is one of the two or three picturesque *passerelles*, or temporary foot-bridges, that have been built to facilitate the movement of visitors. Next comes the plain but attractive white building, devoted to the exhibits which—by means of charts, graphic tables, photographs, and a variety of other devices—more or less perfectly set forth the recent progress of civilized nations in matters of social economy. These have to do with health administration, temperance reform, working-men's insurance, improved housing schemes, industrial coöperation and profit sharing, and so on. As to exhibits of this kind, one must make either a passing allusion or else write a long article about them.

In this same building are large halls for the accommodation of the multitude of scientific congresses and other gatherings of a learned or special nature which are to follow one another through the entire Exposition period. The congresses are destined to bear a very important part in the wise use of the resources that the Exposition offers to specialists of every nature. (A list of the principal exposition congresses was given on pages 561-62 of the May REVIEW.)

The principal feature of the embankment from the

Pont de l'Alma to the Trocadéro grounds is a creation known as "Old Paris." It is perhaps the most elaborate of the side-shows connected with the Exposition. It reproduces, with much fidelity, not only the old Paris houses and streets of bygone centuries, but also a number of specific old buildings of historical or architectural interest. It shelters the usual cluster of restaurants, cafés, and concert-rooms, and has also many little shops for the sale of curios and *articles de Paris*. Its denizens are garbed in the quaint costumes of the middle ages.

The largest architectural synthesis of the Exposition lies in the Champ de Mars. The visitor stands on the Trocadéro terraces or on the Iéna Bridge, and looks under the great archway beneath the Eiffel Tower into a beautifully gardened *impasse*, at the end of which is the broad and gorgeous spectacular façade of the so-called Palace of Electricity. From the front of this



THE SECTION DOMINATED BY THE ARCH OF THE EIFFEL TOWER.



PALACE OF ELECTRICITY.

building a wide sheet of water descends, in a series of cascades affording opportunity for brilliant evening effects with colored electric lights. Immediately behind this brave front—with its riotous sculpture, its highly colored decorative painting, its countless electric lights and its spectacular cataracts—is a vast amphitheater called the *Salle des Fêtes*. This is designed for concerts, receptions, or other occasions where room for many thousands of people is needed. On either side of the *Salle des Fêtes*, and continuous with it, are the structures devoted to the display of the agricultural exhibits of France and foreign nations. Even here the art spirit dominates: and the ordinary visitor will certainly find himself more inclined to study the wonderful freedom and fantastic beauty of the decorations of the Hungarian and Austrian sections, for example, than to go seriously into the evidence they give of progress in the culture of the soil and in the methods and life of the people. The American section, however, is more scientific and practical. Our superiority in the invention and use of machinery is the one generalization that would necessarily follow from a study of the part we have taken in this Exposition. Editorial comments in the *REVIEW* last month made note of the remarkably large number of individual American exhibits, and accorded just praise to Mr. Peck and his associates of the American Commission for the great energy by virtue of which they have brought our American offerings across an ocean, and had them in readiness before any of the European nations. It is also to be said that the display of pictures by American artists is in admirable taste, though showing no strong tendency toward the formation of a distinctively national school of American art.

It is no part of my purpose in these notes to make systematic mention of the general exhibits which occupy the great buildings of the Champ

de Mars. The visitor will find innumerable maps, plans, and descriptive and illustrated Exposition guide-books, at all prices. On the other hand, the reader who will not visit Paris this year can find little profit in a detailed recital.

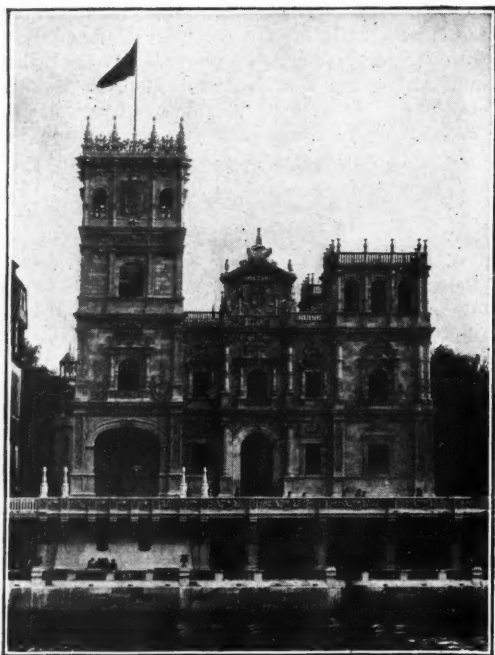
It is enough to say that the Exhibition is, above all things, suggestive and entertaining. It testifies with surpassing eloquence to the real progress of international peace and good-will; while—at a time when social discontent is thought to be rife and ever-increasing, with socialism as a dreaded cloud well above the horizon—this Exposition glorifies and dignifies modern labor as nothing else has ever done. It foreshadows a new century of delicate and marvelous mechanisms; of human skill rising superior to mere commercialism; of labor becoming the master, as it ought to be, with capital in its proper place as servant.

Many visitors will find the most significant part of the exhibition in the buildings devoted to French and foreign colonies, nearly all of which are located in the Trocadéro part of the Exposition grounds. The vast majority of the frequenters of the Exposition will, of course, be Frenchmen; and the Government has seized the opportunity to exploit, to the best possible advantage, its colonial policy. It is desired that Frenchmen should believe that the colonies are to have commercial importance to France, and that they are places of great picturesque interest and charm. Thus Madagascar has a great pavilion to itself, as have also Algeria, Tunis, the French Soudan, Tonkin, and numerous other islands or regions under French control.

The development of Russia's Asiatic policy is also most skillfully exploited; and hardly anything in the Exposition is more interesting than the building especially devoted by the Russian Government to Siberia, the Transcaspian or Turkestan regions, and the other oriental domin-



BUILDING OF ASIATIC RUSSIA.



THE SPANISH BUILDING.

ions of the Czar. Adjoining this building on one side is the pavilion devoted to the exhibit of the Trans-Siberian Railroad, with its prominent sign, "*From Moscow to Peking*;" while next to it, on the other side, has been placed the building devoted to the exhibits of China. The whole grouping would seem intended to familiarize the world with the idea that Russia, by means of its imperial railway system, expects to become commercially, if not politically, dominant in China.

Canada has a suitable pavilion, and India makes some showing; but in general the British Empire is not well represented, and England is not prominent at the Exposition. Just the contrary is true of Germany. Having abandoned the project of an international exposition at Berlin, the German Emperor very cleverly indorsed the idea that it would pay Germany well to make a lavish appropriation for the Paris show. Thus the Germans determined to do everything possible to make German industry, art, and general

progress appear favorably in comparison with any other nation represented. They have succeeded brilliantly.

Russia, naturally, plays a large part on the Exposition grounds. The Hungarian half of the Empire of Francis Joseph is represented with signal brilliancy, while the Austrian half has nothing to apologize for. France's neighbors, Italy and Belgium, have participated in the Exposition in a splendid fashion, while Spain makes an appearance that surprises all comers. Switzerland shows everywhere the gratifying evidence of her never-failing resources of vitality and high civilization.

A number of comparatively small kingdoms, principalities, and distinct provinces make characteristic exhibits that win universal sympathy and admiration.

Among these are all the small states of South-eastern Europe, and notably Bosnia. Finland is charmingly represented. Far-off Iceland and Greenland have small but edifying exhibits that illustrate the life of their people. The Transvaal exhibit has been accorded un-



THE TRANSVAAL BUILDING.

usual prominence—not so much for its intrinsic excellence as for the great sympathy and interest that the Boer cause has awakened through the European Continent.

I have heard some Americans say that they preferred not to visit Paris this year, inasmuch as expositions always bored them, and they hated crowds. But Paris in an exposition year is simply Paris at its best plus many added attractions. The inconveniences are slight compared with the special opportunities. The present exposition, as a popular university, surpasses anything the world has ever seen before. To visit it will amply reward no little effort and sacrifice.



THE NEW YORK TENEMENT-HOUSE COMMISSION.

BY JACOB A. RIIS.

THE tenement-house commission picked by Governor Roosevelt has lost no time in setting about the work it was appointed to do. Within a week after it had organized by electing Robert W. de Forest chairman and Lawrence Veiller secretary, it was abroad among the tenements east and west, uptown and downtown, gathering data as to actual conditions as material for its summer work. Simultaneously a great increase of activity was observed on the part of the health officers and the factory inspectors. The board of health detailed 150 policemen to find out whether landlords observed the law ordering them to light up dark hallways—one of the urgently necessary reforms which, since the Greater New York came in, had been left to the “discretion” of the landlords themselves. A physician, whose daily labor is among the poorest, writes to me, under date of May 4: “A curious thing is happening just now. Some one is very active, and the factory laws are more vigorously enforced than I have ever known them to be before.” The evidence of the sweat-shops to the contrary during the winter has been cause for discouragement.

This official compliment is suggestive of the kind of confidence reposed in the commission. There is little room for doubt that it will fully justify it. No body of men was ever appointed to do a great task that met with a heartier reception by the newspapers and by the public, and this is in itself no mean equipment for its performance. It is well that it is so. Governor Roosevelt declared his belief that the commission was fully as important as the Charter Revision Commission, because it would have to deal with “one of the great fundamental factors in the most difficult and complex of the industrial and social problems of the day.” It is, in fact, the greatest. It involves the protection of the homes of more than two millions of toilers in our great cities. It is in the cities that government by the people is on trial. It will succeed only in proportion as the homes of the masses remain worthy of the name. The just charge against the bad tenement is that it injures the home, if it does not destroy it, and with it good citizenship. To grapple with such an evil requires all the backing which an enlightened and patriotic public sentiment can give.

The commission, as appointed, had fifteen members. It is a matter of public regret that Dr. E. R. L. Gould found himself unable to serve. Dr. Gould, as an authority on the housing of the working people here and abroad no less than as the president of the City and Suburban Homes Company, would have been a most valuable member. At the moment of writing this, the vacancy caused by his withdrawal has not yet been filled.

Robert W. de Forest, the chairman of the commission, is a well-known New Yorker, a lawyer of large practice, counsel to the Central Railroad of New Jersey, a rational philanthropist, and for years the president of the Charity Organization Society, which stands for sane methods in all it concerns itself about. Mr. de Forest took an active part in the agitation which led up to the recent tenement-house exhibition



Photo by Hollinger.

ROBERT W. D. DE FOREST.

(Chairman of the Tenement-House Commission.)

and bore fruit in the law creating the commission of which he has been made the head. He possesses, in a marked degree, the confidence of the business community as an able, thoughtful, conservative man.

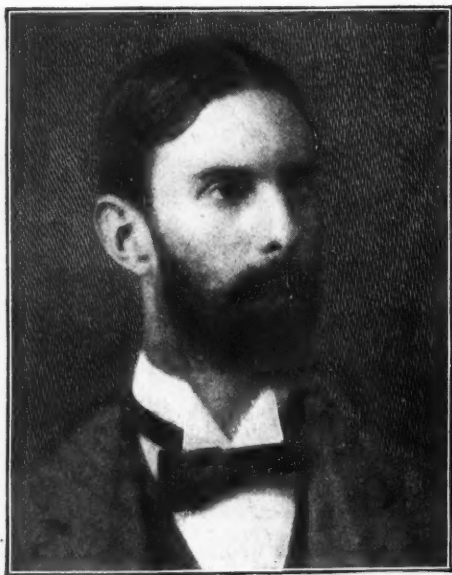
Hugh Bonner is the well-known ex-chief of the Fire Department, recently crowded out of office by Tammany after a lifetime of service, during which he fought his way up from the bottom to the top of the best fire-fighting service in the world. He entered the service as a volunteer when he was a lad, in 1860, and was retired last year. As a witness before the last tenement-house committee he helped shape some of that body's most valuable work. Mr. Bonner is a man of calm judgment and invaluable experience for the work in hand. More than half the fires in New York are every year in the tenements, though they are hardly one-third of the city's buildings. Since he went out of the city's service, the insurance rates have gone up significantly.

Naturally we would look for a strong representation of the building interests upon such a commission. In fact, they claim half its membership. Raymond T. Almirall, J. N. Phelps Stokes, and William Lansing are architects, Otto M. Eidlitz a builder of the present day, while Myles Tierney and Alfred T. White have been builders on a large scale. William J. O'Brien represents the labor interests. Mr. Almirall is a Brooklyn man, of the firm of Ingle &



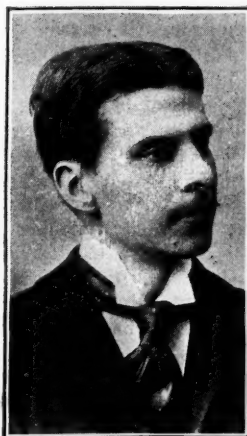
HUGH BONNER.

(Ex-Chief of the Fire Department of Greater New York.)



J. N. PHELPS STOKES.

Almirall. He is a graduate of Cornell and of the École des Beaux Arts in Paris, and brings to his work a mind open especially to the claims of the children, who must ever be the "way out" of our city slums. Paradoxically, the shortest cut out of the problems they raise is the longest way around—i.e., through the next generation. Mr. Almirall's plea is understood to be for playgrounds and a chance for the boys, and he will be sure to have hearty backing. Mr. Stokes is a young man with the time and means to devote to bettering the home conditions of the other half. He has given sharp attention to tenement-house building along lines which shall preserve proper landlord interests while affording the tenant a maximum, instead of a minimum, of light, air, and privacy. The model of a tenement-house block, as worked out by him, which he contributed to the recent exhibition, showed long strides toward an intelligent and humane solution of the vexed problem how to shelter the present crowds on the present allowance of land. Mr. Lansing is a Buffalo architect of repute. His colleague from the Western city, William A. Douglas, is a lawyer with a philanthropic point



RAYMOND T. ALMIRAAL.

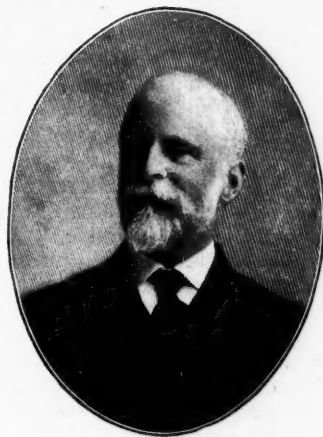


WILLIAM J. O'BRIEN.

of view. He is a trustee of the Charity Organization in that city, which has accomplished notable and gratifying results.

Otto M. Eidlitz, of the firm Marc Eidlitz & Son, is a builder of breadth of character and motive. Though a boss builder, he has the confidence of the labor element. He is for conservative, safe methods—an advocate of arbitration wherever it is possible without surrender of principle. Myles Tierney is a retired builder, concerned in the management of the New York Catholic Protectory. He too is a man of sound views—a useful man. Neither he nor Mr. Eidlitz is liable to clash with Mr. O'Brien, the labor representative. O'Brien was for years the chairman of the Board of Walking Delegates in the Building Trades, and is a fair man and a hard-headed one, as well as a hard worker. It is not likely that any revision committee of political builders will feel called upon hereafter to sneer at the "laughable results" of these men's work, or that any commissioner of buildings will arise to call them busybodies or "visionary theorists." This stage of the discussion, though very recent, may be considered to have been finally passed.

Mr. Alfred T. White is not only a tenement-house builder and owner, president of the Brooklyn Bureau of Charities, and of large administrative experience; he is the man who at a meeting in Chickering Hall, held a dozen years ago to devise ways and means of laying hold of the mass of tenement-house dwellers who were slipping



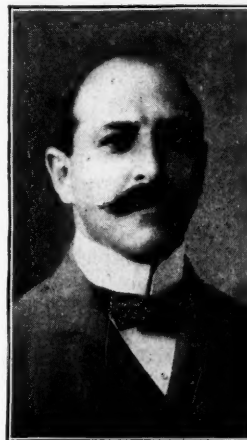
ALFRED T. WHITE.

away from church influences, arose and cried out, "How shall the love of God be understood by those who have been nurtured in the sight only of the greed of man?" and promptly built the Riverside tenements, to show how he thought a Christian landlord ought to build. They are to-day the model for all such to follow, and they have proved for now eleven years and more that houses that are every way good can be built and made to pay a sound business interest. Mr. White's have yielded a good 6 per cent. It is upon this showing and upon testimony which has accumulated since that good houses can be made to pay, the demand is now made that speculative builders shall cease putting up bad houses and killing their tenants for the sake of making 15 or 20 per cent. If that is a revolutionary claim, why, it is time the revolution came quickly! But it is not. It is a plan of insurance of

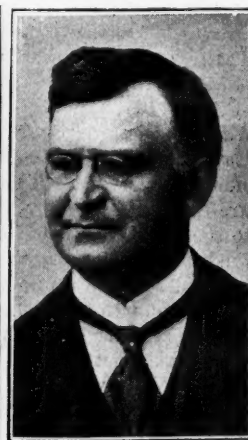
society and of the honest landlord's interests.

Mr. White is in Europe, recuperating his health. It is greatly to be hoped that he can see his way clear to serve. He could hardly be spared from the commission on any terms.

Mr. Paul D. Cravath, of the firm of Seward & Guthrie, is a lawyer, like Mr. de Forest and Mr. Douglas. He is a man of caliber and of good judgment. Between these three it ought to be possible to get the tenement-house laws in all their bearings upon past and present so digested as to furnish a sound and lasting basis for future progress.



OTTO M. EIDLITZ.



PAUL D. CRAVATH.

Dr. George B. Fowler was a health commissioner under Mayor Strong, and shared in the credit for putting his department on the very excellent footing upon which Tammany, returning to power and office, found, but did not keep it.

F. Norton Goddard is the energetic young merchant who has bearded the forces of reaction in their ancient stronghold on the East Side,

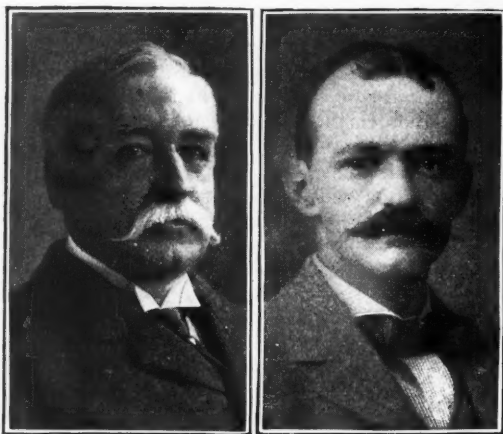


Photo by Wilhelm.

DR. GEORGE B. FOWLER.

F. NORTON GODDARD.

Richard Croker's home ward, the Twenty-first, and has battled successfully with that meanest of frauds, the policy-gambling evil, that fed upon the scanty earnings of the poor to the extent, as he showed, of \$250 a day the year round in the one ward. The most practical of work may be expected of him. James B. Reynolds, the head-worker of the University Settlement, completes the list. Mr. Reynolds has been six years in his present position, and knows the tenement-house population and its grievances as well as any one. He was the chairman of the Executive Committee of the Citizens' Union in the Low campaign of 1897, and has the confidence of the one half as of the other, now to meet in consultation as to what is best for both. To the energy of Mr. Lawrence Veiller, the secretary of the commission, the community owes in a very great measure the striking exhibit of facts which roused it to the present demand for relief. His training in the building department will stand the commission in good stead in the labors that are before it.

Governor Roosevelt has chosen well. Now, as to the problems before his commission. Perhaps the three pictures of tenement-house blocks measure it as well as anything could. They represent the old, the new, and the ideal, as far as the ideal can be embodied in tenement-house building. I do not think that is very far. However,

it may be that even that ideal is unattainable upon Manhattan Island, where land is scarce and dear. The Riverside tenements are in Brooklyn. But equally are the others unendurable.

The old block is the heritage of a bad past. It is on the East Side, at Canal and Chrystie streets, and typical of hundreds. In it are housed, in round numbers, 2,500 human beings on 80,000 square feet of land. There are 500 babies in the block, and pretty nearly that number of dark rooms, but not a bathtub. Dark rooms and babies in juxtaposition fatten the undertaker's bank-account. The combination made the last tenement-house commission put the stigma of "infant slaughter houses" upon the rear tenements, and caused the board of health to destroy a hundred of them. There are some left in the block shown in the picture. Rear tenements are not necessarily shambles, but on general principles they are not fit to exist. Just now there is a shamefaced sort of disposition to excuse them, because the builder of the modern double-decker has grabbed more than his share of the lot for his one building. It happens that I have right before me the figures showing what the destruction of one nest of rear tenements meant to the tenants that remained and to the city. I refer to the barracks at Nos. 308-316 Mott Street. For seven years,—from 1890 to 1896, inclusive,—the annual death-rate of these houses, front and rear, had been 39.56. In some years it was over 45. That was with a population of 260, reduced by a mighty police effort from nearly twice that number in the eighties. At that time the murder of infants by the wretched slum went right on. I remember a year in which one-third of all the babies in the houses died—"by the will of God," said the priest. I sometimes wondered how the undertaker maintained his gravity, knowing, as he did, that a cemetery corporation held the mortgage on the barracks. It was a grim coincidence, to put it mildly. However, the death-rate came down to 39.56, while the general city death-rate was 24. Then came the wreckers, and tore down the rear houses. Where they stood the sun shines in now, and the children play. The tenants of the rear houses moved away. In the front houses there remain 143 Italians. In the three years of sunshine the death-rate has averaged 16.28, or less than the general city death-rate in those years!

It is just as well for the commission to go slow in countenancing rear tenements of any kind. They inevitably tend the way of the barracks. Anything does that is hidden away, and not under constant surveillance—saying which is in no way a plea for the double-decker abomination



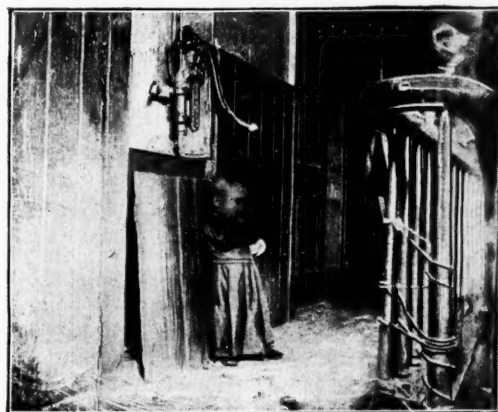
TYPICAL EAST-SIDE TENEMENT BLOCK, WHERE 2,500 PERSONS ARE SHELTERED ON 80,000 SQUARE FEET OF LAND. ONLY PLAYGROUND FOR OVER 1,000 CHILDREN.

shown in the other picture. That shows what we are coming to—have come to already, to a large extent. As that block looks any tenement-house block may come to look under the present building laws. There are already many that are very like it; and all over the city the older houses are being torn down to make room for the tenement with four families on each floor, six and even seven stories high, if the builder puts iron beams in the two lower stories, and of any heights he chooses, if he makes it fire-proof throughout. That is the law, which the superintendent of buildings says is satisfactory. A block on the West Side, in the latitude of Sixty-first Street, which is almost identical with the one in the picture, contains 4,000 tenants to-day. Add two stories and you have 6,000. The question will present itself then, in a way not to be ignored, how those crowds are to be taken up by streets that were laid out when houses were built to contain two or three families and not thirty. It will be an easy question to answer.

The photographs of air-shafts give a suggestion of how life is lived within such a block, and of the quality of home feeling that may be expected to grow there. These air-shafts were built upon the charitable supposition that they would bring down light and air to the tenants. Some twilight they do bring, and they fetch up a good deal of foul air from below for general distribution. The daily papers have recorded, almost every day this past winter, their chief function—that of serving as chimneys for every fire that breaks out in a tenement. From being a very doubtful blessing, they become then the source of instant peril. The fire is communicated

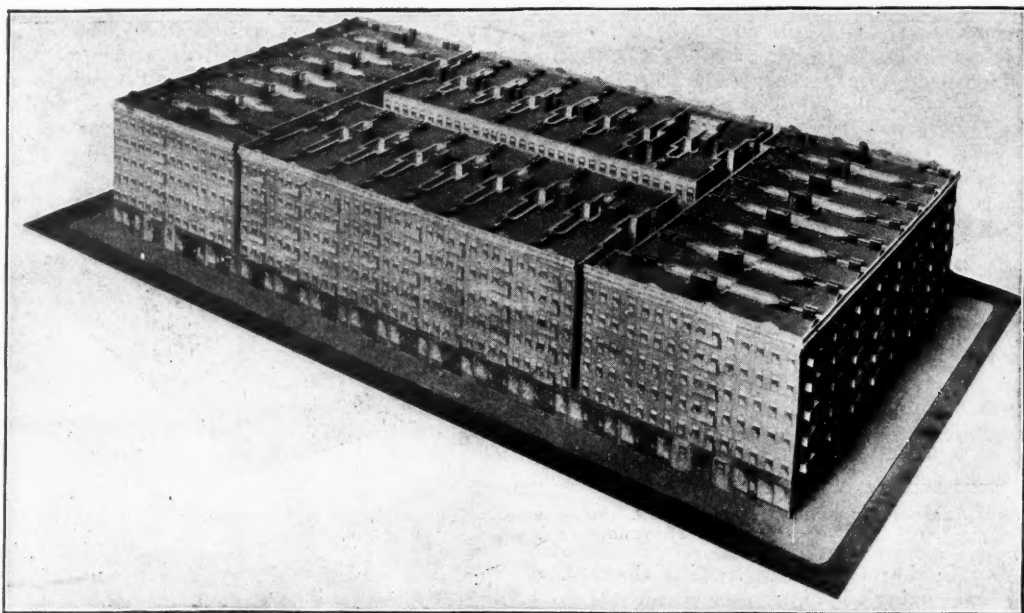
to every floor before the tenants can run for their lives. I have not kept an account of the number of lives lost through this cause since the beginning of the year, but it is shockingly large.

A comparison between this block and Mr. White's Riverside tenements strikes at once the keynote of the trouble with New York, in the 25-foot lot. So soon as that is got rid of, the tenement-house problem, as we now know it, at least, will cease to exist. But how is it to be got rid of? You cannot deprive a man of his property by law without compensation, and to say that he shall not build on his lot is to do that. The municipality cannot buy all the 25-foot lots in the city, for they are all of that size. It can, however, say that a man shall not do that with



BABY IN DARK TENEMENT HALL.

(Its only playground.)



A BLOCK AS IT WILL APPEAR WHEN BUILT UP SOLID WITH "DOUBLE-DECKERS."

his lot which makes of it a nuisance and a threat to all the rest of us. It can so restrict his building in the general interest as to take the usurious profits out of it, and so persuade him to be reasonable. And why, by the way, should usury in land and in houses be permitted, when it is punished in cash transactions? We shall hear from the "poor landlord," during the next six months. Landlords have their troubles, but they are well paid for enduring them. The old block in the picture brings in, when it is full—and it is always full—over \$113,000 a year in rents. Over on the West Side they are putting up fire-proof tenements to prove that they can be made profitable. The plea caught one East-Side landlord's ear, and he sent for the young architect superintending their erection. He was willing to build fire-proof houses; they might sell quickly, he thought; but when he learned that they were expected to pay 6 per cent., he turned up his nose and dismissed the architect. Nothing less than 20 per cent. would satisfy him; 30 per cent. was better.

The landlord has rights, but the commonwealth is not bound to respect them, if they do it injury. He has no more right to poison a citizen, or corrupt the morals of a voter, with a bad tenement than he has to kill him with an axe. The great gain we made by the work of the last tenement-house commission was that this was nailed as a fact not to be disputed. The community

asserted its right to destroy property unfit to exist, and did destroy such property. It weakened at the last moment and compromised with the landlord, who took all he could get; but the principle was established. In Massachusetts they stood their ground, and the right of the commonwealth to protect itself was not questioned. The commission will advance no revolutionary proposition. It will draw the line sharper, and the line will stand. The Gilder Commission pointed out, five years ago, that the double-decker was bad. The community is ready to take the next step with the commission, and say that no more double-deckers shall be built.

What shall take its place? How shall its twenty or thirty families be housed on the 25-foot lot in any other way? These are questions for the commission to debate. The competition of 170 architects at the recent tenement-house exhibition furnished a wealth of suggestions, but few that took cognizance of the 25-foot lot. Perhaps the time has come for taking the bull by the horns by declaring that only so many and no more shall be housed on a given area. There used to be a provision in the law that the height of tenements should bear a certain ratio to the width of the street—the same, if I remember rightly, which Nero decreed in ancient Rome. Five stories became the maximum under that law; but when it paid the builder to go higher, the law died. It may be that the time has come

to set a limit to the height of tenements as well as to their length on the lot. The bad builder has had his day too long. Why should not the honest builder be encouraged by a rebate of taxes, for instance, as a premium on a good house? If the other followed in his steps for the sake of what there was in it, that would be cause only for congratulation. Would it not be a good stroke of business for the city to encourage the building of fire-proof decent tenements by remitting taxes, or a part of them for a season, at least? Thirty families under one roof is not decent.

There is an obvious suggestion of an entering wedge in the proposition to license the tenements that now exist to hold so many tenants, and no more. The plan was advanced by the first tenement-house commission that considered the subject and put in the first tenement-house bill submitted to the Legislature; but it was stricken out, at the instance of the landlords. Since then, laws have been passed requiring the registration of all tenement landlords as a first step toward holding them to full responsibility; but the law remains a dead letter. The landlords are still unregistered. To license their houses would at once compel their registration, and so

accomplish the beneficent purpose of the law. Incidentally, the license money, which at three or even two dollars a house, would amount to \$100,000 or more, might be used to pay the salaries of the sanitary police, who exist solely to watch the tenements and their owners. It would be simply fair play.

In Manchester, England, tenement blocks have been built on a 40-foot strip inclosing a central park. The municipality bought the land and sold the strip to builders under restrictions. The result is houses in which there cannot be a dark room. They are not handsome; but they combine a chance for the children with homes for the workers, in a way that offers a very pertinent suggestion to New York. Our city has had to buy many blocks of late years for neighborhood parks, because of the congestion of the neighborhood. As that congestion increases with the taller buildings, the need for more parks will increase, too. It is not desirable that New York should become a tenement-house landlord at this stage, but it might not be amiss to try the Manchester experiment—at least for once. It would be much as if the back-yards in a tenement block had all been cleared and turned into a common garden, with openings on the cross-streets. Such a proposition has, in fact, been made; but it involves a readjustment of property interests that makes it hardly feasible.

In any event, there will probably have to be such a readjustment. Whichever way one turns, it seems to be unavoidable. The delicate task before the committee is to propose one that will do the least violence to the Anglo-Saxon reverence for property, which is one of the strong traits of the race, and so provoke the least opposition while accomplishing the most good. Signs are not wanting to show that such a proposition will get a respectful hearing. That it may not crystallize into law at once is of less moment. The thing is to get it up for discussion now. The proper function of a commission like this one is to register public opinion and nail it to the highest standard of its day, and, having done that, set up the standard upon a still higher peak, toward which it may labor and strive. That was the wise purpose of the Gilder Tenement-House Committee in urging the appointment of a new commission every five years. It took us a long way by getting us committed to parks and playgrounds and better houses, and left us where it had to, to wait till public opinion had made steam enough for another pull. It is that pull which the Roosevelt Commission is now about to give. That has been the history of tenement-house commissions since the first one declared



AIR-SHAFT IN AN EAST-SIDE TENEMENT.

(Closed at both ends. Bedrooms pitch dark: sixty windows open on this air-shaft.)

that the tenants were better than the houses they lived in. That was a discovery at the time. We have gone on making discoveries ever since, and we are not done yet.

The commission is empowered to examine into the houses not only, but their safety, rents, morals, and "all other phases of the so-called tenement-house question that can affect the public welfare." It will have enough to do. The sweat-shop evil lies right on the surface as a subject of inquiry. The factory law, good as it is, has not suppressed it. The commission has it in its power to powerfully aid the enforcement of this law, upon which the governor has set his heart. It can give another lift to the playgrounds cause, temporarily shelved or relegated to private philanthropy to foster. It is the business of the city to provide its children with a chance to play, if it wants clean men and clean citizens. It can put life into the health department, which lies withered under political rule. It was once the pride of our country. It may even be able to convince the Building Department that it is not the immaculate executor of a perfect building law, for one thing by banishing "discretion" from the enforcement of the law. Not long ago I viewed in a Western city the slum in all its pristine nastiness, and when I asked how

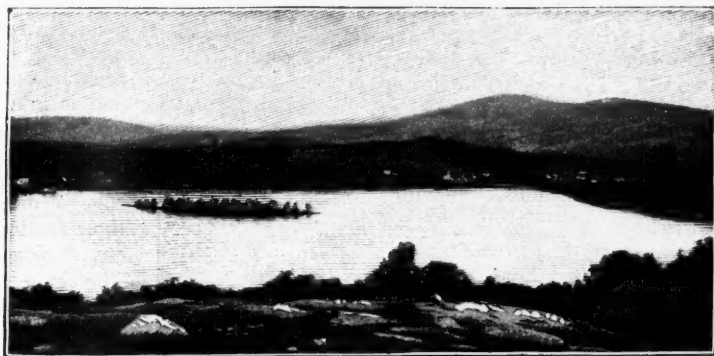
it came to grow so quickly, I was told that there was not a law or an ordinance in that town that had not "discretion" tacked on to it. The result was that not one of them was enforced. Nothing was done. We have our full share of that sort of thing.

With the bridges and tunnels that are now coming to cross our rivers, and the efforts made to tempt factories and their hands out of town to suburban settlements, all of which together are going to give a new meaning to the old saying that the worker must "live near his work," the commission can help open a real "way out" of the slum by preparing public opinion to demand cheap working-hour fares on trolley cars and railroads, as they have them in England and elsewhere. All these things need to be done. When they are done and the fate of the double-decker has been sealed, or at all events a plane of reasonable settlement has been found, there will still be time to discuss the question whether the whole matter should be put into the hands of a separate commission, appointed by and backed by the State, or the responsibility for it settled more firmly upon a health department whose vast powers were judicially wielded, and patiently borne, when it was freed from the incubus and dictation of the district leader.



THE RIVERSIDE TENEMENTS IN BROOKLYN.

(Owned by Alfred T. White, a member of the Tenement-House Commission.)



HISTORIC OLD MOUNT KEARSARGE, WITHIN VIEW OF WHICH ARE CLUSTERED A DOZEN OR MORE BOYS' CAMPS.

SUMMER CAMPS FOR BOYS.

BY LOUIS ROUILLION.

FOR nine months of the year the city school-boy is under careful supervision. His needs are studied, and are more or less adequately met. At any rate there exist definite arrangements, both at home and in school, for providing him a chance to express himself and to grow. But until the present decade no attempt has been made to organize the life of boys during the remaining three months of the year—those included in the long summer vacation. For many boys the coveted vacation-time is a period of wasted opportunities and disappointed hopes. The boy of the tenement district is turned loose on the streets with nothing in particular to do. The boy whose parents can take him to the country fares even worse. If he finds himself in the artificial and uncongenial atmosphere of a summer hotel, his case is pitiable. If he is intrusted to a private tutor or mentor, there is still something to be desired; for no older person, however much he may be liked, can take the place of boon companions equal in age. And if he is set adrift in a countryside to chum with whatever companions chance may throw in his way, he is still likely to fall short of the royal good time his soul hungers for. For boys in their teens cannot, as a rule, order their lives to their own satisfaction. As little in the summer time as in the winter can they get along without the initiative and the restraint of older leaders.

How to provide boys from nine to nineteen with the conditions that make for an ideal summer outing, is a problem deserving of as careful study as any other problem of modern education. Parents and teachers are alike interested in its

wise solution: both have much at stake; for, as goes the summer, it may almost be said, so goes the year.

One of the practical solutions of this problem, a solution to which much attention has been given during the past decade, and which in the writer's opinion deserves much wider application than at present it has, it is the purpose of this sketch to describe.

The summer-camp idea thus conceives the problem and its solution. The aim is to afford



ON GUARD DUTY.

Rochester, N. Y., Junior Camp.



WATERMELON DAY IN THE ROCHESTER, N. Y., JUNIOR CAMP.

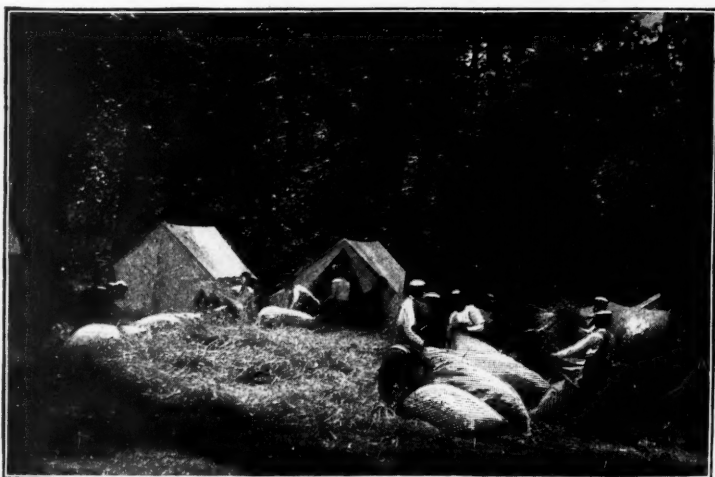
the boy a thoroughly wholesome outdoor life during the summer months, under conditions that will contribute, in the largest measure, to his spiritual and physical growth. The requirements are, that he should have the constant comradeship of other boys, the sympathetic companionship of strong men, the freest opportunity to wander over field and mountain—to swim, fish, row; to exercise every true impulse of his nature freely and without restraint. Aside from exceptional circumstances, as the necessity for making up school-work in which he may be deficient and for which no other time is available, he should be kept away from text-books. This does not include reference to books on geology, botany, or kindred sciences that should at this time be most meaningful to him, because of his natural and free contact with these sciences.

The conditions of the problems are, we believe, most nearly met by the summer camps for boys that are now established institutions in different parts of the country. These camps fall into three quite clearly marked groups: the natural-science camp, the camps conducted in connection with the boys' branches of the Y. M. C. A., and the camps for the sons of the well-to-do classes.

A type of the first of the above camps is the "Natural-Science Camp," situated

on the shores of Canandaigua Lake, in the State of New York. This camp has just rounded out its first decade, and is in a flourishing condition. It is under the direction of an enthusiastic educator, assisted by a corps of college men—specialists in their particular lines, as botany, geology, taxidermy, etc. The camp is conducted on a military basis. The aim of the director, as expressed in the camp prospectus, is "to provide an ideal outing for young people." To quote further: "An institution for this purpose should be so planned that the student shall have a royal good time; that

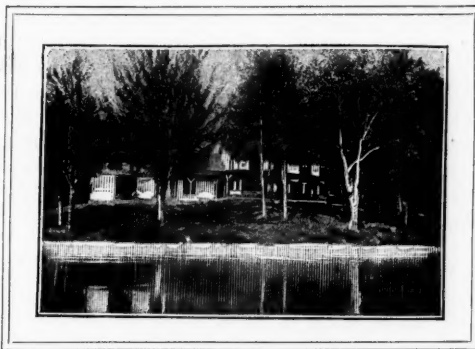
his health may be substantially improved, and that his love of Nature may be cultivated. . . . The departure from all that is artificial in our mode of living, and a return to the outdoor life of primitive man, produces the same vigorous vitality to-day that it did in the Indians and the early settlers who lived this way long ago. . . . The classes in the various sciences are not conducted on the text-book and recitation plan, as are those of the ordinary school, but are perhaps best described as walks and talks with the instructors. Each morning, at eight o'clock, the companies fall in on the color line; the various announcements for the day are made, after which, on each Monday, Tuesday, Thursday, and Friday, the campers report to their instructors, and



FILLING THE BEDS, FIRST DAY, ROCHESTER, N. Y., JUNIOR CAMP AT CONESUS LAKE.

start on their trips, returning to camp at eleven o'clock. On Wednesday and Saturday mornings a lecture takes the place of the regular expeditions for the day. No text-books are used." In this camp, as in those subsequently described, athletics are given a foremost place. The camp period covers the months of July and August. The charge is nine dollars per week.

The camps in connection with the boys' branches of the Y. M. C. A. are quite numerous. The camp periods are of short duration, varying from one to four weeks, and the cost to the camper is but from three to between five and six dollars per week. The camps are of two kinds: those local in character and those under control of the State committees. There are many local camps in New England. A partial list is as follows: Camp Hartwell, on Narragansett Bay;



WHERE MEALS ARE SERVED. THE LODGE-CAMP,
PENACOOK.

Camp Jennings, on Seaconnet River; South-bridge Camp, on Lake Pookookapog, Fiskdale, Mass.; Camp Sprague, on Mount Hope, Bristol, R. I.; Camp Buel, on Lake Buel, Monterey, Mass.; Camp Brooks, on Chebaco Lake, Essex, Mass.; Camp Peabody, on Suntang Lake, Lynnfield, Mass.; Camp As-you-like-it, on Swanzey Lake, Swanzey, N. H.; Camp Merrinac, on Ipswich Bluffs, Ipswich, Mass.; High-Rock Camp, on Norwich Pond, Norwich, Mass.; and the Watertown Boys' Camp, on the Charles River. The Massachusetts State Camp is situated on Silver Lake, near Plymouth, and is known as Camp Durrell.

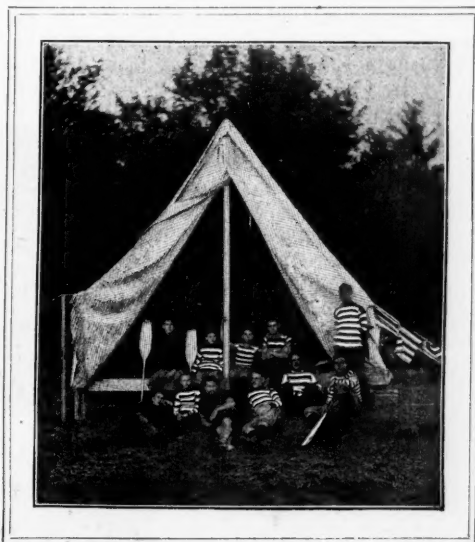
In New York State there are fewer camps. The State Camp—Camp Dudley—is mentioned below. The Albany Association has a camp on No-Man's Island in Lake Champlain, and the Kingston boys camp on the shores of Twin Lake, in Dutchess County. A most successful camp is the Rochester Junior, on Conesus Lake. Boys from Geneva, Batavia, Lockport, Auburn, Fairport,



"CAMP SHAND," LANCASTER, PA.

and other towns in the neighborhood of Rochester are guests at the Junior Camp. This custom of having a single camp draw upon a more or less extensive area is quite general. Camp Shand, on Mount Gretna, Pa., is a flourishing camp of the boys of Lancaster, Pa. There are but a few boys' camps in the South. Mobile, Ala., has had one for several years.

The boys' camp idea is taking root in the West, and although there are fewer camps than in the States mentioned above, there is an abundance of enthusiasm that promises the establishment of many new camps when the idea is more fully understood. Cleveland and Cincinnati have camps, as have also the Indianapolis Juniors, under the name of the "Boys' Brigade." Camp Hope, on Lake Beulah, Wis., is a live, up-to-date camp, which justifies the allusion above to "enthusiasm." The publication of a daily paper, during the camp period, is but one of the



A UNIT GROUP OF COUNSELOR AND TENT-MATES AT CAMP
PENACOOK.

many methods that these Camp-Hope boys have of giving expression to their intense activity. Michigan has Camp Gay, on Green Lake, eighteen miles southeast of Grand Rapids. Iowa claims two camps, one for the boys of Waterloo and one for those of Dubuque. The latter camp is situated on the banks of the Mississippi, at Armsworth Springs. Portland, Oregon, has an annual camp in the woods, where rumor has it that the boys kill bears. San Francisco boys pitch their tents on the beach. Among the camp pioneers should be placed the Winnipeg Association. The site of their camp is a most romantic one, being none other than the mystical "Lake of the Woods" of our boyhood's dreams. The association owns the island used for camping purposes. Another association similarly blessed is that at Montreal; and, last but not least, comes the Maritime Boys' Camp, which is so popular that it is carried on in two sections, in order to accommodate the hordes of spirited youngsters who appreciate a jolly outing. One section holds forth at River John, in Nova Scotia, and the other on Long Island, Kennebecasis River, in New Brunswick.

A typical camp of this class is Camp Dudley, the camp of the Associations of New York and New Jersey. It is delightfully situated on Lake Champlain, near Westport, N. Y. Its sixteenth season opens early in July, and closes early in August. The tone of the camp is distinctly religious. The campers occupy tents 12 by 14 feet in size, from 8 to 14 boys being accommodated in each tent. The tents are without floors, the boys sleeping on rubber blankets spread upon the ground. They arise at 7, have breakfast at 7.30, followed by Bible study from 8 to 8.30. The rest of the morning is devoted to outdoor sports. At noon comes the dip for those that can swim, followed by dinner. The afternoon is given up to having a general good time. At 4.30 there is a dip in shallow water for non-swimmers. In the twilight, games of a jolly nature are indulged in, in which the camp-leaders take a hearty part. As darkness approaches the camp-fire is lighted, college songs are sung; these giving way to those of a sacred character, and these again followed in turn by a ten-minute talk on some religious topic.

The whole question of camp government is very simple.

There is one recognized head of the camp, known as the camp-leader, and under him are from 20 to 25 assistant leaders, each having a certain rank; and the ranking leader, at any time or place, is responsible for the party under him. The camp last summer numbered 153 boys and 25 leaders.

The camp idea has reached its best expression in the final group of camps in the above classification. In these we find most nearly fulfilled the requirements of the stated problem. Their general aims, as well as methods of attainment, are so nearly identical that they may advantageously be considered as a composite. The first requisite to a camp is its site, and in each case a happy selection has been made. They are all situated on or near a body of water, and without exception embrace mountain views. The proximity to mountains permits of hardy climbs, and delightful nights spent on the summits, with only the stars for canopy. The lakes permit of swimming, boating, and fishing. Another requisite is a body of young men to act as directors and leaders, who are thoroughly in sympathy with boys, who express in their own character the attainment of a healthful manliness, and who are possessed with an enthusiastic love for outdoor life. Here, then, we have the three factors of our problem brought together—the boy, his friend, and the right summer environment. The boys are a selected group. The camp is in no way reformatory in character; therefore, only boys of sound and clean minds are permitted as campers. The young men who act as counselors and directors are, with few exceptions, college men. They are generally specialists in some line of activity which it is the purpose of the camp to further. Thus, one is chosen to direct the field-



THE MARITIME BOYS' CAMP, NOVA SCOTIA, CANADA.



BOYS' CAMP, DUBUQUE, IOWA.

work in botany or geology, another to look after manual training, and still another to lead the camp singing, or, it may be, the sports. A many-sided activity is demanded by camp conditions. It has been found, as a result of experience, that a camp is successful and fulfills its purpose only in so far as it furnishes a definite mode for the expression of this activity. More than one camp has, for its fundamental working principle, manual training; another camp puts forward as its gospel the doctrine of the dignity of labor; and the pampered son of a railroad magnate here learns a valuable lesson by the simple process of washing dishes and doing police duty. But to the casual observer these camps all appear much alike, and as though actuated, as they are, by the same basal principles. He sees a group of jolly, hardy youngsters, scantily clad, without hats and many times without shoes, living a perfectly natural life, fulfilling the boy's own ideal.

The general plan of the camp's material equipment includes a large building, with a great open fireplace built of native rocks, furnished with tables and chairs, a piano, and a carefully selected library of up-to-date books for boys. A photographic dark-room is partitioned off, also a storeroom for boat-furnishings, fishing-tackle, etc. This building is the focus of the camp's interests. It serves as a dining-hall, and in the evening presents a picture of happy good-fellowship in its group of young men and boys gathered about the fire

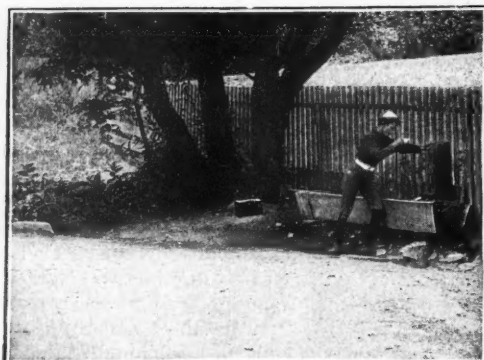
of blazing logs, telling stories, singing songs to the accompaniment of banjo, guitar, and piano, and sharing in the prevailing spirit of comradeship. Clustered about this building are the tents, each accommodating seven or eight boys and one of the camp counselors. The latter is the special adviser of the group in his charge, and the responsibility for their well-being rests primarily on him. The equipment further includes a number of boats, a dock, and a

swimming-raft. Minor buildings are a kitchen and an ice-house. The government of the camps is invested in a camp-council composed of the director and his assistants. The question of discipline hardly enters into the problem, because of the naturalness of camp-life, possessing, as it does, none of the restrictions of the more artificial school-life.

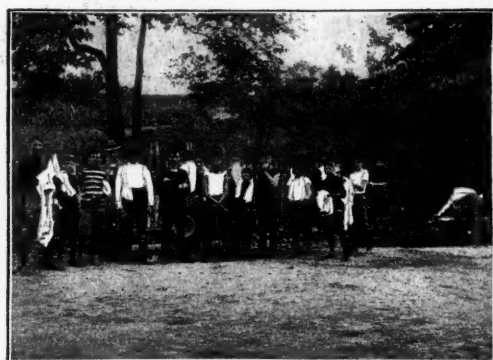
The mornings are devoted to the more serious work of the camp, manual training, field-work in geology and botany, and, for the few, the study and recitation requisite to making up deficiencies in school-work, or for preparation for admission to college. One camp points proudly to a fleet of boats, a number of well-built huts, a wharf, and a swimming-raft as a partial result of its work in manual training. The afternoons are spent in various sports. A baseball nine is an important adjunct to every well-regulated camp, and receives most loyal support. Tramps to the numerous points of interest about camp are al-



POSING FOR THEIR PICTURES AT CHAMPLAIN CAMP.



NATURAL SCIENCE CAMP, CANANDAIGUA LAKE, N. Y.
THE SENECA SULPHUR SPRING.



NATURAL SCIENCE CAMP, CANANDAIGUA LAKE, N. Y.
THE MORNING WASH.

ways in order. These tramps frequently mean trips of from three to ten days, the party camping whenever overtaken by night. It is the law of the jaunt to take a dip in every lake and stream encountered. Imagine the joy of coming unexpectedly upon a stream or lake! One wild shout, a mad rush for the shore, clothes doffed in a jiffy, and the next minute a score or two of amphibious animals sporting in the cool water! A wagon accompanies the longer trips, but the only person privileged to ride is that most important functionary of all, the camp-cook. Swinging along in single file, keeping step to the music of their own rich young voices singing some popular air, the lads form a happy group. Never a care is theirs; they are, for the time being, one with the birds. A striking piece of their attire is the rough-rider's hat, worn with a boyish jauntiness. Two holes cut in the side serve as a receptacle for a tooth-brush. About the rim is marked in black ink the record of previous tramps, giving the date and the distance walked. During the winter months this hat adorns the wall of a boy's room, and is treasured as a souvenir of truly happy days.

Another source of keen enjoyment to camp boys is the building of their own huts in which to live. These are often quite picturesque, being built along the shores in the shadow of overhanging trees. Two boys at one of the camps made a radical departure from the time-honored method of hut-building. They built a raft of logs, securely fastened together, and floored with rough boards. Upon this they framed a hut of slabs with the bark on, and shingled the roof. The finished appearance was that of a log cabin. The raft was towed out into the lake and secured on a "sunken-island," so-called. Never was titled lord more proud of his castle than were these boys of their handiwork. A pennant upon

a slender pole above the hut announced the fact that the proprietors were at home. As the music of the camp-bugle resounded across the water in the early morning, two frousy heads were poked out of the cabin windows, and a few minutes later two laddies are seen rapidly paddling their canoe toward camp to be in time for breakfast. For, be it known, a dire punishment awaits tardiness to meals—no less a punishment than compelling a hungry boy to wait until other

Camp Hope Boomerang.

Published at Camp Hope '96.

“ DAILY EXCEPT SUNDAY. ”

LAKE BEULAH, WIS.

July 6-16, 1896.



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FRONT PAGE OF PAPER PUBLISHED BY BOYS OF CAMP HOPE.

hungry boys are through eating. And then there are the temporary huts of pine boughs that serve as shelter during the nights spent upon some mountain summit, or beside a distant lake. How sound and refreshing the sleep on a bed of fir-balsam, with the stars peeping in between the boughs of the hastily constructed hut! These typical instances of the joys of camp-days could be extended almost without limit; but let them suffice as suggesting camp possibilities in their line.

The camp period extends from eight to ten weeks, and the average charge is \$150 inclusive of all expenses. A physician is generally included in the personnel of the camp; but his position is a sinecure, as a case of sickness is a rare exception.

At present there are about a dozen camps of this class, the majority situated within view of old Kearsarge Mountain in New Hampshire. Among the best known of them are: Camp As-

quam and Camp Algonquin, on Squam Lake, Holderness; Camp Idlewild, on Lake Winnepesaukee; Camp Sunapee, on the lake of the same name; Camp Penacook, on Keyser Lake, North Sutton; Camp Pasquaney, on New Found Lake, Bridgewater; Camp Marienfeld, Chesham,—all of the above in New Hampshire; Champlain Camp, on Mallet's Bay, Vermont, and Camp 'Rondack, on Lower Saranac Lake, New York. Each issues an illustrated booklet descriptive of its aim and purpose. The keynote of the spirit of this boys' camp movement is aptly given in the introductory paragraph of one of the booklets above referred to: "A camp in the woods bordering on a beautiful lake, breathing the healthful, bracing air of the pines, viewing Nature in her ever-changing moods, living a free, outdoor life, and having at all times the sympathetic companionship of young men of refinement, experience, and character—is not this an ideal summer outing for a boy?"



ROCHESTER, N. Y., JUNIOR CAMP. A DESERTED CAMP—OFF ON A RAMBLE.

AUTOMOBILES FOR THE AVERAGE MAN.

SOME EVERY-DAY FACTS ABOUT HORSELESS CARRIAGES, WITH THEIR SEVERAL ADVANTAGES AND DISADVANTAGES.

BY CLEVELAND MOFFETT.

FOR some years now we have read much about the automobile and its great future. We have heard that horses must disappear from our streets ere long; we know that self-propelling



STEAM MOTOR STANHOPE.

(Weighs less than 500 pounds and costs from \$650 to \$750. Gasoline is the fuel producing the steam. Speed from 1 to 40 miles an hour. An expert has run this carriage 72 miles on average roads with $2\frac{3}{4}$ gallons of gasoline, at a cost of $17\frac{1}{4}$ cents. One supply of water lasted 48 miles. Under favorable conditions the carriage has climbed a 36 per cent. incline.)

ambulances, fire-engines, army wagons, plows, trucks, etc., will soon be familiar as the trolley cars; we have seen amazing statistics of motor-carriage factories springing up on every side, with hundreds of millions invested. But, I fancy, until recently the average man has regarded all this as applying to some one else—not to him; to the world at large, to the rich. He has gone on riding in street-cars, taking cabs, or hiring lively turnouts, and never thought of blossoming forth with an automobile of his own.

But of late the average man has been stirred to a different kind of interest in this horseless invasion—a personal interest; for scarcely can he go forth of a Sunday afternoon but he meets his friend Jones or his friend Smith (and a lady) rolling complacently down the avenue on some

trim, swift-moving contrivance that buzzes and flashes past to the general admiration. He wonders where Jones or Smith got that thing from; speculates on its cost and advantages; thinks he would like to try one himself; presently has a chance to try one, and, presto! the seed is sown. By the fact that he has marveled and yearned, this average man has joined the swelling army of those who would fain possess an automobile—nay more, who propose to possess one as soon as may be. How large this army of yearners is, one may judge from the fact that department stores are already announcing automobiles among their special attractions.

It is for this average man and his friends that I am writing now—for busy, non-scientific people, who are wavering on the edge of a resolve to buy an automobile, and would welcome a little light on the subject; would like some facts—not too many—about the various makes and motive-powers; about cost, weight, expense of running, efficiency, danger, advantages and disadvantages,—all told simply and, if possible, impartially.

At the start we may take it as true that only three kinds of self-propelling carriages are offered for our choice—electric carriages, gasoline carriages, and steam carriages. Other kinds, driven by compressed air, alcohol, acetylene gas, etc., may be disregarded as still in the experimental stage and not for us. What we want is something that has gone through the inevitable period of groping and mistakes, and developed the three essential qualities of safety, simplicity, and efficiency. Given these three, we may let cost or beauty decide; without these three, no automobile shall tempt us, be it ever so swift or cheap.

Safety, simplicity, and efficiency! As to the first-named, one may say that there is no reason for fear, whatever the choice be. Steam carriages will not explode, gasoline carriages will not take fire, and electric carriages will give no shock to the rider—at least, the chance of such accident is entirely remote, like the chance of a house falling.

I may add, however, that while all these carriages are safe from accidents caused by the propelling engine (as elaborate tests have shown),

there is an element of danger in driving an automobile due to the driver's lack of skill or lack of nerve. The one may be soon corrected; for it is a simple matter to manage an automobile of whatever kind—a lever to draw, a handle to turn, a knob under foot to press; that is the whole story, and two hours will give full mastery. But lack of nerve is another thing, and may constitute a very real danger inseparably connected with steering a swift-moving vehicle along crowded ways. No doubt there are men (and many women) quite unfit for such responsibility, just as there are men and women unfit for mountain climbing.

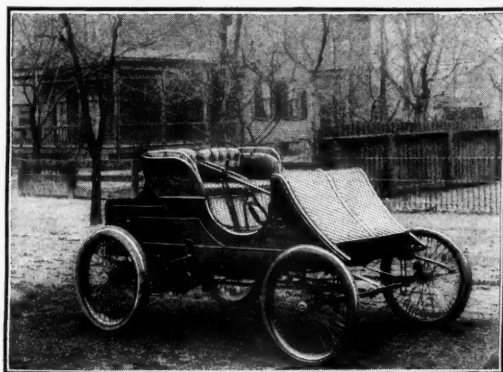
This I realized the other afternoon, as we auto-billed down Fifth Avenue (I suppose we must have that verb), at the time of heaviest carriage traffic, and caught my breath as the young man steering threaded his way between wheels and horses, and shot down lanes of vehicles where an inch's wavering or a second's hesitation would have meant collision. His control of the carriage seemed marvelous—though only what bicyclists do daily. He stopped instantly, went ahead with a sudden rush; then stopped again within six feet, turned in a horse's length, went



A STEAM-DRIVEN STANHOPE CLIMBING A STEEP COUNTRY HILL.

slow, backed, and did all with scarcely an effort. Any experienced driver of any good automobile would do the same (the machines all admit of it); but the man at the handles must keep his head, not only on crowded thoroughfares, but on suburban boulevards or fine country-roads, especially on down-grades, where bursts of speed may be indulged in. A man who boasts of no nerves may find some in him when four wheels jump forward under him (perhaps under wife or child, too) at the rate of forty miles an hour. To be sure of yourself, then, as well as of your carriage, is a good rule of the road for this new diversion.

Coming now to our second requirement of simplicity, there is no doubt the electric carriage shows marked superiority here over the other two. It is quite free from machinery; and, once the batteries that drive it are stowed away, there is nothing to do but steer by the handles—some simple movements of hands and feet that any one can know by heart in a single ride. The electric carriage runs smoothly without noise or vibration; there is no fire in it, no smell about it, nothing to break or get out of order; no gauges to watch, no tangle of oily, grimy parts—all of this in pleasantest contrast to both steam carriage and gasoline carriage, which call for no small mechanical knowledge and handiness on the driver's part. He must be skilled, not only in



A GASOLINE AUTOMOBILE.

(This machine will compete in the French International Contest June 14, 1900.)



AN ELECTRIC DEMI MAIL PHAETON.

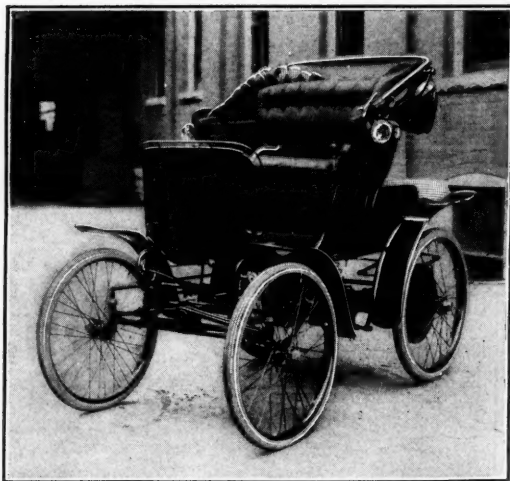
(Runs about 25 miles with one charge. Speed, 14 miles per hour. Will climb 8 per cent. grades. Costs $1\frac{1}{2}$ cents per mile to operate, and \$80 per year to maintain battery. Weighs 2,300 pounds, and costs \$2,600.)

steering, but in practical engine-running; for under him, in the carriage body, are tucked away almost as many things as one would find in an engine-room. In the gasoline carriage, for instance, is a heavy iron flywheel, a gasoline tank, a set of cylinders where gasoline is continuously exploded (this produces the motion), an electric battery to give the sparks that explode the gas, a water-jacket to cool the cylinders during explosions, a pump to feed this water-jacket—all these connected by rods, cams, levers, gear-wheels, and valves that seem, I am sure, sadly complicated to the average man. In vain they tell him he will master it all in a couple of days;—he has grave doubts on the subject.

Nor is the steam carriage much simpler, though more compact. It contains a water-tank for the boiler-feed, a steam chamber to muffle the exhaust, a pair of steam cylinders of marine engine pattern, a tank of gasoline (not for exploding, but for fuel like coal in a furnace), a boiler with some 300 copper tubes, a burner under the boiler fed by vaporized gasoline, a tank of high-pressure air to drive gasoline into this burner, and the usual connecting parts with water-gauge, steam-gauge, air-gauge, safety-valve, throttle-lever, reversing-lever,—all the essential features of a locomotive here in miniature, and no toy locomotive, be it understood, but one that will hold its own with ordinary trains, and may be speeded up to forty miles an hour or more; the fastest automobile in the

world is this, and therefore the man who drives it must take good heed that he be competent. Indeed, the New York law requires that any person who would operate a steam carriage in this city or State shall obtain an engineer's license, issued only to those who have passed a prescribed examination. Entirely proper is this law, and its application should extend to all motor carriages; for it is absolute folly for any one to go forth on one of these powerful and rapid vehicles (as some too eager amateurs have done) without completely understanding its mechanism.

Let it be understood, then, plainly that the running of an automobile, particularly one driven by gasoline or steam, is more than a matter of paying for the carriage—much more. The driver must learn to do the thing himself; cannot possibly pay some one else to do it for him. He (or she) must know how to fire up; how to leave the engine during a stop for luncheon; how to turn the starting-crank briskly in the gasoline carriage after a stop; how to blow off steam, and adjust the sparking-device, and test the air-pressure, and change the gear connections, and “hook her up,” and reverse her, and pick dust out of her check-valve, and a dozen other things, besides interpreting every message of the gauges. He (or she) must have a practical familiarity with each working part, and know what to do if something goes wrong and what not to do; also be willing to face oil and grime with hands and clothes. It is emphatically true here, as in amateur photography, that no good results can be had without considerable taking of pains, and at

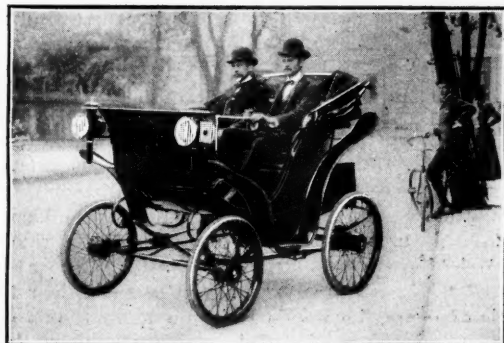


AN ELECTRIC STANHOPE, SUITABLE FOR A PHYSICIAN.

(Weight, 2,000 pounds. Speed, 16 miles per hour. Climbs hills of 15 per cent. grade, and costs \$1,900.)

least a fortnight's careful study at the outset. I am speaking for the average man.

Beyond doubt, then, simplicity of operation would decide this average man (and nearly all women) in favor of the electric carriage, were there not other things to consider—things having to do with practical efficiency. The electric carriage is quite ideal for use in or about a large city. It is the handsomest automobile, the easiest to drive, the pleasantest to ride in; but it is not adapted for general use—say, in rural districts, nor for touring. In hill-climbing it is quite inferior either to the gasoline or the steam carriage, and it will not run at all without a recharging of its batteries every twenty miles, or so; and this recharging takes two or three hours, assuming a supply of electricity available, which is not the case in most small places. Consequently, if your batteries give out twenty miles from home, there is nothing to do but to tow back, which is no joke with a carriage weighing more than a ton, as these do. And if your electric carriage brings you to a 20 per cent. hill (easy for the other kinds), you must retrace your steps or make a detour. It may be pressure of demand will give more efficient storage batteries in the near future



AN ELECTRIC VICTORIA.

(Will run 25 miles on first-class roads, with one charge. Speed, 12 miles per hour. Weight 2,000 pounds, and price \$2,200.)

and establish recharging stations all over the country (that is the present plan), so that a man may replenish his batteries as easily as he now waters his horse; but such is not the case today—quite the contrary.

Another point that weighs with the average man against the electric carriage is its considerable expense. Where a steam carriage costs from \$650 to \$1,500 and a gasoline carriage from \$1,000 to \$2,000, an electric carriage will cost from \$1,250 to \$3,500. To be sure, the electric carriage is much more a carriage than



ELECTRIC RUNABOUT.

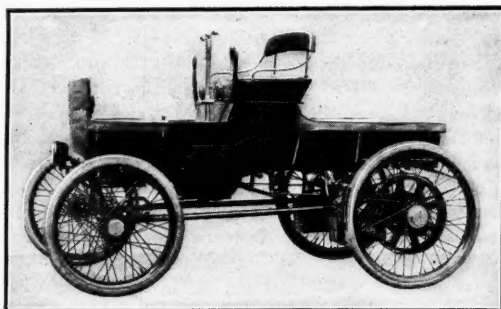
(Will run 20 to 30 miles with one charge, at 15 miles per hour. Weighs 1,600 pounds, and costs \$1,750.)

the other two—a better built, a better-looking carriage; yet the price may well be an obstacle; and this other fact, that cost of maintenance is several times greater in the electric carriage than in the gasoline carriage or the steam carriage. One cent a mile or less will cover the running expenses of the two last named as against two or three cents a mile for an electric carriage, unless one go to the large initial expense of building one's own recharging plant with a double set of batteries, so that one set may be charging while the other is working. This is most convenient, of course, but must be regarded rather as a rich man's luxury.

Let us come now to a comparison between the gasoline carriage and the steam carriage, for we must take one of these if we decide against the electric carriage on account of its limitations. The gasoline carriage has been on the market now for several years, while the steam carriage, in light road wagon form, is a baby born in the summer of 1899; the one is a French product, the other American. Both claim to do about the same work, and carry out their claims reasonably well. The steam carriage weighs much less than the electric carriage, is more compactly built, is capable of greater speed, is somewhat superior in hill-climbing, and costs less. On the other hand, the gasoline carriage is more widely used than any other in the world, and can show substantial reasons for its popularity. It is a carriage a man may put his trust in. For years now it has been tested over all sorts of road, under all sorts of conditions, and has stood the test admirably—perhaps developed more all-round good qualities than any other carriage. In spite of its clumsy and complicated mechanism, it does

not easily get out of order. It will climb all ordinary hills; it will run through sand, mud, or snow; it makes good speed over long distances—say, an average of fifteen miles an hour; and our friend, the average man, has found by repeated trials that he can drive it at that rate hundreds of miles across many States without mishap. It carries gasoline enough for a 70-mile journey, and nearly any country store can replenish the supply. In the matter of operating cost per year, there is practically no difference between this carriage and the steam carriage; with ordinary use and care, \$200 or \$300 will cover everything in either case.

The chief drawbacks to the gasoline carriage are the noise, vibration, and odor. Every visitor to Paris, where gas-driven automobiles swarm on all the boulevards, will remember how his nostrils have been offended, as these panting machines sweep past, with that sickening smell of imperfect combustion. In vain do makers affirm that there is no odor; it suffices for any one to drive along in the wake of a gasoline carriage to draw his own conclusions—and his pocket-handkerchief. True, this unpleasant feature affects those in the carriage less than those behind it; yet it is sufficient, alas! for all. One might expect the same odor in the steam carriage, since gasoline is burned here, too; but such is not the



SPECIAL ELECTRIC RACING-MACHINE.

(The winning vehicle in the road race of the Automobile Club of America, April 14, 1900. Time: 2 hours, 3 minutes, 30 seconds, over the 50-mile course of country road. Grades of this type of electric vehicle are sold as low as \$1,250.)

case, the reason being that in the latter gasoline is projected into the fire in vaporized form, giving perfect combustion, while in the former the combustion is imperfect. Besides, in the gasoline carriage much more gasoline is consumed than in the steam carriage.

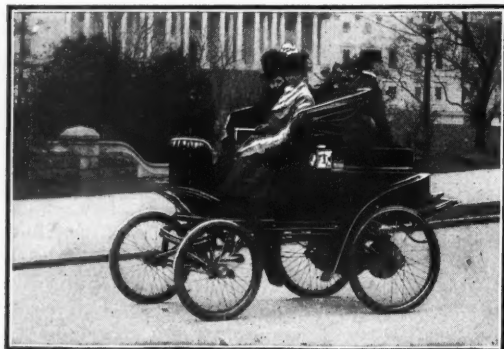
As to noise and vibration in the gasoline carriage, these may be regarded as minor objections. Some people find them disturbing; others do not, and declare that once a rider is accustomed to the piston-beat and the rattle of gears, he minds them no more than the pounding of horses' hoofs in ordinary driving. At any rate, the steam carriage enjoys superiority here, for it moves almost as smoothly and quietly as the electric carriage. Another feature in the gasoline carriage that may justify objection, though a small thing, is this: that, when the carriage is brought to a standstill, the engine must go on with its noisy beating; or else, if the engine be stopped, it can be started only (as mentioned above) by the rapid turning of a crank, which necessitates the rider's dismounting. The steam carriage, on the contrary, will stand silently for an hour or more, and be ready to start in an instant—a low fire keeping sufficient steam up during this time.

Perhaps the chief advantage of the gasoline carriage over its steam rival is that on a long run it needs but one kind of replenishing—gasoline



ELECTRIC DOS-A-DOS.

(Speed, 15 miles an hour. Cost of operation, 1½ cent per mile. Climbs 12 per cent. grades. Weighs 2,000 pounds, and costs \$1,650.)



ELECTRIC PHAETON FOR CITY USE.

(Travels 30 miles at 12 miles per hour, and weighs 2,500 pounds.)

for its engine; while the steam carriage needs two kinds of replenishing—gasoline for its burner-fire and water for its boiler. And as the steam carriage carries limited stores (being compact), this means frequent stopping to fill tanks (a stop every twenty miles), and, what is more serious, the chance of taking impure water aboard and fouling valves and boiler-tubes. What harm a little mud can do, to be sure, or a bit of grit in the feed-pipe! While one is enjoying some lovely panorama, the water-flow into the boiler has been cut off, and presently there are burned-out tubes to be reckoned with, and a dead carriage by the wayside. Again, it has happened that the slant of a long hill has tipped a steam carriage so that its water-tank is below the boiler-level, and the water-feed has stopped with the same lamentable result. Or, still again, on a cold day the water has frozen in tanks and pipes, and the boiler burned out. In a gasoline carriage the boiler never burns out, for the excellent reason that there is no boiler nor any troublesome water-gauge to watch and worry over.

Summing it all up briefly, one may say that for use in cities the electric automobile stands without rival. It is made in all models—hansom, phaeton, brougham, victoria, brake, physician's coupé, delivery-wagon, and truck. No other automobile offers such variety of style and finish; and on good roads, in populous districts, no other can show such advantages. It is sufficiently rapid (has won prizes in road-races against all competitors), is clean, free from noise, free from

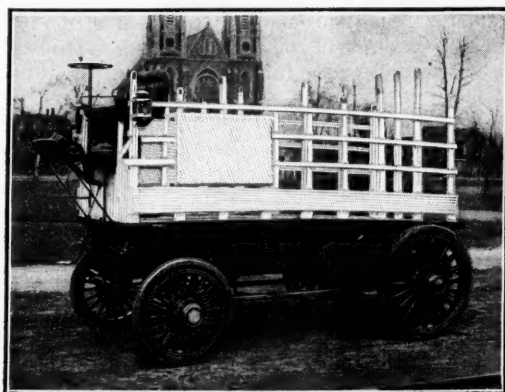
eral years' running. With perfected storage batteries, with a system of fine national highways, such as exist in Europe, and with widely



ELECTRIC MAIL WAGON, USED BY THE UNITED STATES POST-OFFICE.

distributed electric supply-stations (things sure to come), this would seem to be the automobile of the future.

For the present, however, the electric automobile cannot offer the general usefulness of the steam carriage or the gasoline carriage; the man who would journey about the country in any direction on roads as they are must have one of these latter. The gasoline carriage has won its spurs; the steam carriage is rapidly winning spurs also, and owes much of its success to the fact that for generations now engineers have been working to improve and simplify the steam-engine, while the gas engine, a more recent product, has been less perfected. Therefore, it is not surprising that the machinery in a steam automobile takes up half the space and weighs half as much as equally effective machinery in the gasoline automobile. Still, this heavier machinery bears a broader stamp of approval than the lighter, because it has had time to win that approval. Hundreds will argue for gasoline where tens favor steam. Steam carriages are speedier; I myself have ridden at forty miles an hour in one of them: but there is, of course, that boiler to make trouble. Steam carriages are cheaper by 25 per cent., and lighter by 40 per cent.; but they do not equal the gasoline carriage in convenience for touring; indeed, only two models are on the market now—one a runabout (covered or uncovered), with small capacity, and a two-seated road wagon (uncovered), not much better off. The questions of odor, noise, and vibration have been sufficiently considered; and in operating cost, repairs, and trouble of running there is small choice: it is easier to see a future for steam, but the present is a toss-up.



AN ELECTRIC TRUCK.

(Capacity, 4 tons. Will run 25 miles at 10 miles per hour, on one battery-charge. Climbs 15 per cent. grades. Cost of operation, one cent per ton-mile. Weight of truck 8,500 pounds, and price about \$4,000.)

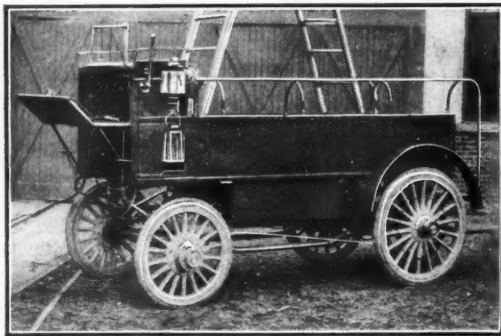
smell, ideally easy to operate, and, although the most expensive automobile, it still shows a saving over horse-drawn vehicles on an estimate of sev-

Indeed, the greatness of the automobile lies chiefly in the future, as the greatness of the bicycle is drifting into the past. But the newer product has come to stay—we may be sure of that. Already freight lines are looking with apprehension at the splendid possibilities of the freight-carrying automobile, and trolley lines are wondering if automobile busses and coaches are destined to war against them, as they have warred against the railroads. Recently the New York Custom-house tested the automobile's freight-handling efficiency with impressive results. For years the carrying service between docks and custom-house had been done by three wagons, drawn by two relays of three horses, making six horses in all and six men. Instead of these, a single freight-carrying steam wagon was put on with two men, and all the work of the old service was done quite as well with this much cheaper force and an hour saved every day. Experts all agree that for hauling lumber, coal, stone, farmers' produce, etc., over reasonably good roads, the automobile insures a saving of from 25 per cent. to 40 per cent., as against horse and wagon. The movement for a network of automobile roads over the land is strengthening steadily. A well-conceived effort is now



ELECTRIC DELIVERY WAGON.

(The type used by the department stores. Load capacity, 1,500 pounds. Will climb a 6 per cent. grade with this load. Runs about 25 miles with one charge. Maximum speed 10 miles per hour, and costs \$2,000.)



ELECTRIC EMERGENCY WAGON.

(Used by the Metropolitan Street Railway Company in Washington, D. C. Runs 25 miles on one charge, at maximum speed of 16 miles per hour. Climbs 15 per cent. grades. Weighs 7,000 pounds, and costs \$3,250.)

making for a transcontinental highway on which automobiles and bicycles may speed from ocean to ocean under best and pleasantest conditions. This is to be a great recreation highway for the public, the expense of building it to be divided among the benefiting States, counties, and cities along the line. Everything will be provided for needs and comfort of rider and driver, auto-

mobile inns or club-houses, repair-shops, re-charging stations, etc., and nothing will be allowed to interfere with the primary purpose of making this a great people's highway for self-propelling vehicles—the greatest and finest road seen in the world since Roman conquerors spread their marvelous paved ways across empires. At least, that is the plan, and it is so well thought of by engineers and army men (for of course the strategic importance appeals to them strongly) that a committee of some prominence has already been selected for the furtherance of this interesting project.

With the realization of this dream (and the day of its realization may not be so far distant) we shall probably find public taste changing so that many people will prefer to travel from place to place more slowly than at present, and will delight to journey along beautiful, smooth highways by their own conveyance and at their own will and pleasure, rather than to rush blindly along iron rails. And if the automobile does that for us (continuing the spirit born of the bicycle); if it makes us see more of our own country out of beaten lines, and see it more quietly and sanely,—it will have rendered a splendid service to our American life and character—a service second, perhaps, to none of its more material ones. But first, we must have the beautiful, smooth highways now only dreamed of!

THE REFUNDING LAW IN OPERATION.

BY CHARLES A. CONANT.

THE demonstrated ability of the Government of the United States to float a 2-per-cent. bond at par marks an epoch, not only in American financial history, but in the history of government finance throughout the world. This demonstration has been afforded by the refunding provisions of the new gold-standard law. Already, within two months after the approval of the law, about \$272,000,000 of 2-per-cent. bonds have been issued by the Treasury, in exchange for other classes of bonds, and the quotations of the new bonds have ranged from 102 to 106½. The willingness of investors to take bonds paying so low a rate of interest demonstrates, not only the high credit of the United States, but the growing power of New York among the world's money markets. Only where there is an abundance of surplus capital seeking investment can the rate for capital be forced down to 2 per cent. even for the highest class of securities. In Germany, at the moment when the United States were placing their new 2-per-cent. bonds, the Imperial 3 per cents, which were at one time close to par, had fallen to the neighborhood of 85 per cent., and Great Britain was inviting tenders at a rate below par for 10-year bonds paying 2½ per cent. While a part of the value of the bonds of the United States is derived from their special use as security for bank-note circulation, it may fairly be claimed that American credit is higher than that of any other nation; and that New York, with her great gold supply, her resources of surplus capital, and her command over the foreign exchanges, is taking her place in the front rank of the settling-houses of the world.

RECENT CONVERSIONS ABROAD.

The process usually called refunding in the United States is, in most European countries, called "conversion"—a word adapted from the French, but well established in English. It means, in the most general sense, a change in the terms upon which an outstanding public debt was issued—its conversion into a new form of obligation. Many such conversions are effected by the offer to redeem all the old debt in cash, and the direct offer of the new obligations for sale to all comers. The net result is that the cash obtained for the new loan is used in paying off the old. Conversion, in its legitimate sense,

is not a violation of the original contract, but takes place only at the maturity of the old debt, or upon terms which the holders of the old debt are willing voluntarily to accept. There have frequently been operations, mis-called conversions, which have had the essential character of acts of bankruptcy.

Conversions not only of public debts, but of railway and industrial obligations, were carried out on a large scale a few years ago in Europe. A statement which is made up annually by the leading financial journal of Belgium put the conversions of old obligations into new at about \$2,400,000,000 in 1894; \$240,000,000 in 1895, and \$1,500,000,000 in 1896. The amount was still large—\$320,000,000—as late as 1898, but fell off materially last year. Recent important conversions of Government obligations began with Great Britain in 1888, when she reduced the interest on about \$2,700,000,000 (£558,000,000) of her obligations from 3 to 2½ per cent., with the right of reducing to 2¼ per cent. in 1903. Then came, in 1894, the great French and Russian conversions. The French extended about \$1,300,000,000 in obligations, which had been reduced in 1883 from 5 to 4½ per cent., and were now continued at 3½ per cent. Although the offer was made to redeem in cash the bonds of those who were not satisfied with the new rate, only about \$250,000 were presented for redemption. The Russian conversion in April and May, 1894, was begun by offering to the public 750,000,000 rubles (\$570,000,000) in a new 4-per-cent. loan, of which the proceeds were to be employed in taking up several old obligations paying 5 per cent. The loan was so successful that it was more than subscribed in the three days beginning with April 26, 1894, and a supplementary issue of 270,000,000 rubles was immediately made. One of the reasons for the promptness of the subscriptions was the offer of a graded premium of a few cents to those subscribing within the first few days.

CHARACTER OF AMERICAN REFUNDING.

When the rates for money began to rise in 1897, M. Georges de Laveleye, the eminent Belgian financier, declared that the period of conversions was closed for the present. This prophecy, which was verified by events so far as it related to European countries, makes more re-

markable the achievement of the United States in floating a 2-per-cent. bond at par. There was fear in some quarters, even while the new law was pending in Congress, that the new bonds would not be willingly accepted in exchange for the old. The operation undertaken by the United States left the option entirely to the holders of the old bonds whether they would exchange them or not for the 2-per-cent. bonds. It was necessary, in order to persuade the holder of a 5-per-cent., 4-per-cent., or 3-per-cent. bond to surrender it for one bearing 2 per cent., to offer him at least a part of the difference between the par value of the old bonds and the price at which they were actually selling in the market. All these bonds were selling above par—that is, for more than the value declared on their face. Their price was governed, not entirely by the rate of interest which they paid, but also by the period which they had to run before the Government would have the option of redeeming them at par. The market prices, with the amounts outstanding, of the three classes of bonds which were convertible under the new law, were as follows:

| Class of Bonds. | Date of Maturity. | Price December 31, 1899. | Amount Outstanding December 31, 1899. |
|---------------------|----------------------|--------------------------|---------------------------------------|
| Three per cents.... | August 1, 1908..... | 110 $\frac{3}{4}$ | \$198,679,000 |
| Four per cents.... | July 9, 1907..... | 114 | 545,366,550 |
| Five per cents.... | February 1, 1904.... | 113 $\frac{3}{4}$ | 95,009,700 |
| | | | \$839,055,250 |

The total of these bonds does not represent all the bonded debt. Two classes of bonds were not brought under the terms of the new law—the extended 2-per-cent. bonds, outstanding to the amount of \$25,364,500, and the 4-per-cent. bonds maturing February 1, 1925, outstanding to the amount of \$162,315,400. The first class was not included under the refunding law, because these bonds are already due and payable at the pleasure of the Government. The other class was not included, because the long period before their maturity makes the price so high that it was not thought advisable to pay it to the holders of the bonds in order to secure them in exchange. These bonds were quoted as high as 134 at the close of 1899; that is, the Government, in order to persuade the holder to renounce his right to a bond for \$100, running until 1925, with interest at 4 per cent., would be compelled to pay him \$134.

The prices paid by the Government for the old bonds were such as to reduce their average annual return to 2 $\frac{1}{4}$ per cent. This price was

somewhat below the market-price at the close of 1899, and averaged about 10 per cent. above par. The Government, or any investor, therefore, who paid \$110 for a \$100 bond yielding 4 per cent. a year until 1907, would receive back his premium, with interest on his principal at 2 $\frac{1}{4}$ per cent. a year.

THE DEMAND FOR THE NEW BONDS.

A large issue of bonds, even for the purpose of refunding, often involves disturbance to the money market, unless careful precautions are taken against it. Large amounts of money are accumulated in the banks for the purpose of making payments for the bonds and are diverted temporarily from any other use, with the result of causing stringency in the ordinary commercial supply. In the issue of the new 2-per-cent. bonds, however, there was little occasion to fear serious results upon the money market, because not a dollar in the new bonds was offered for sale by the Government. The pressure upon the market was not serious at any time, and did not call for intervention by the Treasury Department. The preparations of the Treasury for refunding were principally by way of increasing the clerical force and preparing blanks, explaining the terms of the exchange.

Most of these arrangements were made by Assistant Secretary Vanderlip, Treasurer Roberts, and Mr. A. T. Huntington, chief of the Division of Loans and Currency, who has handled several great loans without an error of a dollar. The new law took effect, by the signature of President McKinley, on March 14. Many inquiries had already reached the Treasury regarding the refunding process, but it was not until the next day that bonds were actually received for exchange. The applications on that day were about \$6,000,000, and on the next day about \$20,000,000. The following table shows the total amount of bonds received from the beginning of the refunding process up to the dates named, and indicates how rapidly they reached the Treasury:

| Date. | Received to Date. |
|---------------|-------------------|
| March 16..... | \$26,221,150 |
| March 20..... | 87,010,000 |
| March 31..... | 195,466,250 |
| April 10..... | 228,920,800 |
| April 20..... | 250,061,300 |
| April 30..... | 260,020,750 |
| May 10..... | 268,578,400 |
| May 15..... | 271,348,850 |

Conservative judges predicted, before the refunding process began, that it would extend to nearly all the available bonds owned by national banks, amounting to about \$300,000,000, and to perhaps \$50,000,000 in addition. Assuming

this sum of \$350,000,000 to be the ultimate limit of refunding for the present year, it is obvious that rapid strides have already been made toward the goal. The first two weeks brought in considerably more than half of this amount, and the month of April brought the total up to about three-fourths. The bonds for exchange are now coming in more slowly, but within a short time will exceed \$300,000,000, and will probably reach \$350,000,000 before the close of the year.

The inducement to exchange the old bonds for the new was not very different, from the standpoint of mathematics, for either of the three classes affected. There was some inducement to permanent investors, however, to prefer the 5-per-cent. bonds for prompt exchange, because of the early date of their maturity. It is interesting, therefore, to compare the proportions of the three classes of bonds, which had been settled up to the close of business on Friday, May 11, by Treasurer Roberts. This is shown in the following table:

BONDS EXCHANGED TO MAY 11, 1900.

| Class of Bonds. | Amount Outstanding, December 31, 1899. | Amount Exchanged. | Per Cent. Exchanged. |
|-----------------------|--|-------------------|----------------------|
| Three per cents | \$198,679,000 | \$61,747,700 | .31 |
| Four per cents | 545,306,550 | 164,518,950 | .30 |
| Five per cents | 95,009,700 | 42,175,250 | .45 |
| Total | \$839,055,250 | \$268,441,900 | |

DESIGNS OF THE NEW BONDS.

One of the motives which may have delayed private investors in presenting their bonds for exchange is the fact that the new bonds have not been actually issued. A considerable time is required to make artistic drawings, engrave the plates, and prepare the bonds for distribution. Pending the preparation of the new bonds, dummy bonds, printed from ordinary type, have been issued, but have not been allowed to leave the custody of the Treasury. The effect of this situation is to prevent or embarrass transfers of title to the bonds. Assistant Secretary Vanderlip has been pushing the preparation of the new bonds with his usual energy, and now expects to deliver the bonds for \$1,000 by the middle of June. The other denominations will follow at intervals of a few weeks.

Handsome engraved portraits of prominent Americans will decorate the bonds of different denominations. The portrait of Thomas H. Benton, of Missouri, was chosen by Secretary Gage for the registered bonds for \$1,000, which are

the first to be issued. Benton was one of the first gold-standard men in the United States. His sobriquet of "Old Bullion" indicates how appropriate is the compliment paid him by putting his portrait on the first bonds of the United States which are redeemable, in specific terms, in gold. The other portrait which has been assigned is that of Alexander Hamilton, the first secretary of the treasury under Washington, who practically created the present treasury organization, and planted the public credit upon firm foundations. His portrait will go upon the coupon bonds for \$500. The other portraits will be those of President John Adams, Commodore Bainbridge, Commodore Decatur, Gen. John A. Dix, Benjamin Franklin, William H. Seward, Gen. Philip H. Sheridan, and Secretary Stanton.

Bonds are issued either as coupon or registered bonds, according to the preference of the owner. Coupon bonds are those which are transferable without indorsement from holder to holder, and are named from the fact that they bear coupons which entitle the holder to the quarterly interest. Registered bonds are those which have the name of the owner officially registered at the treasury. Checks for the interest upon these bonds are mailed to the registered owner, and no other owner is recognized without due notice of a formal transfer of title. The coupon bonds are the more convenient for frequent transfers, while the registered bonds are safer for permanent investors. A registered bond cannot be changed back into a coupon bond, but a coupon bond can be converted into a registered bond. It is the usual rule, when a new loan is issued, that the larger proportion is taken in the form of coupon bonds, because the bonds are taken by brokers who desire to sell them; but the longer a loan is outstanding the larger proportion is transformed by permanent investors into the registered form. In the case of the new 2-per-cent. bonds, however, the report of the debt on April 30 showed that \$254,311,000 was in registered bonds and \$4,740,950 in coupon bonds. This unusual proportion of registered bonds is due to the fact that nearly all the new bonds are held by the national banks, and were registered from the start in their names.

SHARE OF THE BANKS IN REFUNDING.

It was well understood, by those familiar with financial operations, that the offer of the Government to exchange the old bonds for the new 2 per-cents would not be especially attractive to the great body of private investors, and would not be accepted by them at once. The most attractive feature of the offer, from the point of view of the private investor, was that he obtained a safe investment for thirty years instead of one

maturing with a few years. The proposition was made attractive to the national banks, however, by the grant of certain privileges connected with their circulation. The notes of national banks are now issued upon the security of United States bonds, which have to be intrusted to the Treasurer of the United States as trustee. The old law permitted bank-notes to be issued only to the amount of 90 per cent. of the face-value of the bonds pledged. The new law permits the issue of circulation to the full face-value of the bonds. The difference between 90 per cent. and 100 per cent. does not measure, however, all the advantages of the new bonds as the basis of circulation. When a premium had to be paid, amounting say to 34 for the 4-per-cent. bonds, the man who desired \$100,000 in bonds had to invest not simply \$100,000, but \$134,000. He then obtained in bank-notes, not 90 per cent. of \$134,000, but 90 per cent. of \$100,000. Thus there was a difference of \$44,000 between the amount which he invested and the amount in notes which he received back for use in making loans. With the 2-per-cent. bonds at par, he would have obtained \$90,000 in notes for an investment of \$100,000, even under the old law. With circulation raised to par, he receives practically \$100,000 in notes for an investment of \$100,000. There are some deductions for the redemption fund and expenses, which need not be set forth fully, as they are substantially the same under the old and new conditions.

A weighty inducement for the banks to exchange their bonds was cast into the scale by another provision of the new law. This was the reduction of the tax upon circulation, from one per cent a year when circulation was based upon the old bonds, to one-half of this amount when it was based upon the new bonds. There is little doubt that this discrimination has had a decisive influence in leading the banks to exchange their old bonds for new. It has nearly the same effect as if a 2½-per-cent bond had been issued without any change in the tax on circulation. The result of these various provisions is to afford a "banking profit" of a little more than 1 per cent upon circulation. This means that if \$100,000 loaned directly would pay 5 per cent., the same amount invested in bonds, and with the bonds used as the basis of circulating notes which could be loaned, would pay 1 per cent. more, or 6 per cent.

THE INCREASE OF BANK CIRCULATION.

The increased profits afforded the national banks, by the use of the new bonds as a basis of circulation, has had the expected effect in leading a large number of banks to increase their deposits of bonds and their circulation. Thus far, how-

ever, the increase has not reached excessive proportions. The face-value of the bonds on deposit in the Treasury to secure circulation on December 30, 1899, was \$234,484,570. The total thus deposited on May 14 had risen to \$272,708,740—an increase of nearly \$39,000,000. This represents an increase of an equal amount in circulation, as soon as the new notes can be prepared at the bureau of engraving and printing, and issued from the office of the comptroller of the currency. The authority to raise circulation to par will add about \$23,500,000 to the circulation upon the old bonds, without any increase of the bonds deposited. These two sources of increase, therefore, insure an addition of about \$62,500,000 to the circulation. It is probable that further deposits of bonds for circulation will occur during the next few months, especially when a demand for currency arises during the crop-moving season in the autumn, and when the new bonds have been actually issued to their holders.

The actual bank-note circulation has not yet quite reached the figures indicated by the bond deposits, because of the necessary delay in engraving plates for the new notes, printing and seasoning the notes, and shipping them to the banks. The gap between the actual circulation and that to which the banks are entitled upon their bonds will soon be closed, however, and the total bank-note circulation, without further increases, would then stand at about \$309,000,000. This includes about \$40,000,000 in notes which the banks desire to withdraw from circulation. For these they have deposited lawful money—gold, silver, or greenbacks—with the United States Treasurer. Whenever one of these notes is received at the Treasury for redemption, the lawful money is paid in exchange and the note is canceled. Eventually, therefore, all these notes would disappear from circulation, but for the fact that withdrawals for various reasons are constantly taking place and keeping a certain minimum amount afloat.

PROBABLE INCREASE OF \$100,000,000 IN NOTES.

An increase of nearly \$100,000,000 in bank-note circulation is likely to result from the new law in the course of the present year. The total circulation on December 30, 1899, was \$246,195,523, of which \$209,759,985 was secured by bonds, and \$36,435,538 was in process of retirement and covered by lawful money. The latter class of circulation is likely to fall, during the year, to about \$25,000,000, if the new circulation can be kept out at a profit. If the total circulation then stands at \$340,000,000 at the close of the year, the changes during 1900 will repre-

sent, in round amounts: Increase to par of the bonds at the close of 1899, \$24,000,000; new deposits of bonds, \$81,000,000; reduction of circulation in process of retirement, \$11,000,000; net increase in circulation, \$94,000,000. This allows for additional bond deposits, beyond those which have already taken place, to the amount of \$42,000,000, which is probably above rather than below the mark.

An estimated increase of \$100,000,000 in the bank-note circulation as the result of the refunding law has the sanction of several good financial authorities, and is justified by the rate at which bonds have been deposited during the two months since the new law took effect. The fear was expressed, in some quarters, that there would be a large inflation of the circulation under the attractions of the increased profit afforded by the new law. The bonds available for refunding, as set forth in the first table in this article, were \$839,146,490, of which the national banks held, on February 1, as the security for circulation, about \$250,000,000. This left nearly \$600,000,000 in private hands, or held by the banks for other purposes. The amount of these bonds held in the Treasury to secure deposits of United States funds in the banks was about \$76,000,000. The fear that any very large proportion of these bonds could be diverted into the hands of the banks, and used as a basis of circulation, was not well founded, in the opinion of prudent financiers, because many of them were held in trust funds, where the safety of the investment and the freedom of the trustee from criticism are more important than the rate of interest. Some were pledged by insurance companies under State laws requiring guarantees of their liability, and others were held by conservative investors, who would not be induced, by a slight rise in the market-price, to sell their bonds when no other equally secure investment was readily obtainable.

A conclusive reason for the belief that the banks would not draw, from private hands, a large amount of bonds for the purpose of increasing their circulation lay in the fact that a large demand would tend to raise the price of the bonds. The event proved that the demand for the old bonds which were available for refunding raised their prices materially during March and April, and the new 2 per-cent. bonds were quoted as high as 106½. The purchase of the bonds at such prices would reduce materially the net profit which might be derived from circulation, if the bonds could be obtained at par. Reduction of the profit would mean a diminution of the inducement to buy bonds and to increase circulation. The two tendencies—the demand, on the part of the banks, for bonds because of

the increased profit on circulation, and the pressure upon the supply, with its inducement to the owners of the bonds to advance their prices—worked at cross-purposes.

The case would have been different if the quantity of bonds had been increased, and there might be reason to anticipate a real danger of currency inflation, if at any future time a large volume of bonds should be put upon the market to meet the demands of war or other extraordinary expenditures. The bank-notes secured by bonds, although they have remained at par with Government money, are not related directly to the supply of metallic money in the manner which is desirable in a scientific bank-note currency. If a large quantity of bank-notes were suddenly infused into the currency upon the basis of new bond issues, the currency would become excessive in amount, and the excess would tend to go abroad in the form of gold. Thus, a given quantity of notes would replace gold in the domestic circulation, and if the process were continued too long distrust would arise regarding the ability of the banks to pay the notes in gold, and there would be danger of a depreciation of the notes below their face-value; or, what amounts to the same thing, a premium upon gold when expressed in notes. This would not be the case if the notes were issued upon the general assets of the banks, and were secured by a required proportion of gold coin on hand. The notes would then be related directly to the metallic supply of the country, and would be withdrawn from circulation when they became excessive in amount.

THE CREATION OF SMALL BANKS.

One of the features of the new gold-standard law having some effect upon the currency supply is a provision authorizing the creation of national banks with a capital of \$25,000 in any place whose population does not exceed three thousand inhabitants. No national bank could be organized under the old law with a capital of less than \$50,000. The result of the new provision promises to be a considerable increase in the number of banks in the national system. The number of banks reporting to the comptroller of the currency on February 15, 1900, was 3,604, with a combined capital of \$613,084,465. The applications for national-bank charters received from March 1 to May 1, 1900, were 890—which would raise the whole number, if all these applications resulted in the creation of new banks, to nearly 4,500. A portion of the applications for new banks, to the extent of 129, are for capitals of \$50,000 or more, which might have been incorporated under the old law.

The applications for new charters do not, how-

ever, by any means involve the creation of so many new banks. Nearly half come from small private and State banks which were not before able to enter the national system, but now find their capitals within the requirements of the law. They propose simply to transfer their allegiance from the State to the National system. In the case of the new banks, considerable time will be required for the necessary formalities of investigation into the solvency of the applicants, and some of them may voluntarily abandon their plans because of the discovery that the new projects are not so profitable as was at first supposed. A bank with a capital of \$25,000, if it had only its capital to loan at 6 per cent., would earn only about \$1,500 per year, subject to the deduction of all its operating expenses. It will require, therefore, a considerable volume of deposits to enable a small bank to do a profitable business.

The small national banks will not add so largely to the note circulation as might be supposed from their large number. If five hundred of them were organized with a uniform capital of \$25,000 each, and the whole capital were represented by note issues, the circulation called for would be \$12,500,000. But they are required to hold bonds only to the amount of one-fourth of their capital, and the course pursued by the small banks which have been actually incorporated shows that they will adhere more closely to the minimum than the maximum of their authorized circulation. The combined capitals of 81 national banks organized from March 14 to May 10, 1900—most of them small banks, and 55 with capitals under \$50,000—was \$5,245,000. The bonds deposited by these banks for circulation were only \$1,554,600 in amount, or less than 30 per cent. of their capital. At this rate, 500 small banks would swell the circulation only about \$3,600,000.

EFFECT OF REFUNDING ON THE TREASURY.

The refunding operations involve two benefits to the Treasury, besides the extension of the debt at a low rate for a long term of years. One of these benefits is the net saving in interest payments up to the maturity of the old bonds. This saving is obtained by deducting, from the total interest payments at the old rates up to the maturity of the old bonds, the payments at the new rate of 2 per cent., and deducting from this result the premiums paid in order to induce the holders of the old bonds to surrender them to the Treasury. This net saving was stated, by Senator Aldrich in December, at \$23,303,710. These calculations were based, however, upon the assumption that all the bonds covered by the refunding law would be exchanged for the new 2-per-cent. bonds, and that the exchange would

occur on the date of the passage of the law. It was obvious that these assumptions could not be realized. The actual saving in interest upon the bonds refunded up to May 1, amounting to \$260,020,750, was \$32,699,225. The premiums paid were \$26,034,771, resulting in a net saving upon the bonds exchanged of \$6,664,454. If \$100,000,000 more of the bonds are refunded in the near future, there will be an additional net saving to the Treasury of about \$2,600,000, raising the total saving to the maturity of the old bonds to a little less than \$10,000,000.

While the immediate saving to the Government, therefore, is not large, a very material benefit has been afforded to the Treasury and the money market by the opportunity afforded for paying out in premiums a part of the excessive cash-balance which has accumulated from the war-revenue taxes. If all the bonds had been exchanged, the Treasury would have disbursed at once the sum of \$88,668,953 in premiums, as shown by the estimate of Senator Aldrich for December. The exchange of only about 40 per cent. of the bonds will reduce these disbursements, by way of premiums, to about \$35,000,000. When the gold-standard law took effect on March 14, Secretary Gage set aside the sum of \$150,000,000 in gold as a reserve fund for the redemption of legal-tender notes, as required by the law. The remaining cash in the Treasury, not held in trust against outstanding certificates, was reported as \$154,985,989. About \$30,000,000 would suffice for a working balance, while receipts equaled ordinary expenditures, so that there was apparently about \$125,000,000 needlessly locked up in the Treasury. Secretary Gage had already transferred \$111,607,731 of this sum to the custody of the national banks, in order that it might be available for the use of the money market. It was thought, while the new law was pending, that it might be necessary to withdraw some of these bank deposits to pay the differences between the par value and present worth of the old bonds. It was determined, however, when the law took effect to make the first payments from the money actually held by the Treasury. This money has proved sufficient for the purpose, because a surplus of receipts over ordinary expenditures has continued for some time. Notwithstanding the payment of about \$27,000,000 in differences, the cash-balance on May 10 still stood at \$147,006,832, of which \$111,722,839 was on deposit in national banks. The payment of differences has prevented, for a time, the accumulation of idle money in the Treasury; but with the completion of these payments the surplus is likely to accumulate again at a rate which will call for further action.

THE PASSION PLAY AT OBERAMMERGAU, 1900.

OBERAMMERGAU, the famous little village in the Bavarian Tyrol, has experienced two decided external changes since 1890 and the last performance of the Passion Play. The railroad takes the place of the post-carts that were formerly the only means of transportation between Oberau and Oberammergau. Although an electric one, the official train, that which conveys the guests from the junction with the Munich line at Murnau to Oberammergau, is drawn by two locomotives, as the electric plant has not yet been finished. For the first time the quiet valley in which the village of the Passion Play nestles hears the shrieking whistles of a modern engine, the huge surrounding hills covered deep in snow echoing the unaccustomed noise from side to side. The new station is a smart-looking building, some minutes' walk from the village. The railway will doubtless prove of great service to the crowds of visitors this summer, but it rather spoils the former primitiveness and simplicity of the village.

The other noticeable change is the new theater. In former years the auditorium and the stage were entirely uncovered. Until 1830 the performances always took place before the church; but then as the spectators increased, the theater was moved to a meadow at the end of the village. The railway station is now not far from the spot. In 1890 part of the auditorium was covered in, but most of the spectators were soaked when it rained. This time the whole has been roofed over. The hall holds close on 4,000 seats, all numbered. It slopes steeply up, so that a good view can be obtained from every seat. The stage, which is open to rain and sun, stands framed in a background of fir-clad hills and blue sky. In summer, at any rate, it will appear thus to the spectators. In consequence of the stage being uncovered, the auditorium has only a rear and two side walls—the front, near the stage, being quite open from the floor to the roof. This roofing-in caused a good deal of adverse criticism, it being argued that it deprived the play of a great part of its special character. The new building cost \$50,000. It consists of huge iron girders, which span the auditorium in a gigantic arch. On to these girders boards are fastened, which in turn are covered with canvas painted yellow. From a distance it looks like stone, but the illusion vanishes as one approaches the entrance.

The whole village has been in the hands of

the builders. Every hotel has been added to, every clear space has been the site of some new building. Rooms have been enlarged and finished on every hand. The snow covered everything, but still the workmen labored away incessantly. The reason for this haste was that accommodation for 4,000 people must be provided before May 20—the day of the dress rehearsal. The Oberammergauers do not intend to let visitors stay anywhere except in the village. To this end the tickets for the play, which should be ordered beforehand, are only issued in connection with rooms in the village; that is to say, you order a room and a ticket at the same time, and cannot get a ticket without a room. Each room has been inspected by the committee appointed for the purpose, and it has had a certain-priced ticket allotted to it. This makes it impossible for visitors to stay anywhere save in Oberammergau, if they desire to see the play. As the performance starts at 8 A.M. it would be difficult to do anything else. The new railway, however, runs a train leaving Munich at 4 A.M., which will deposit visitors in time for the performance; but they will be unable to get any tickets. Any that remain over are given out at six o'clock on the morning of the play.

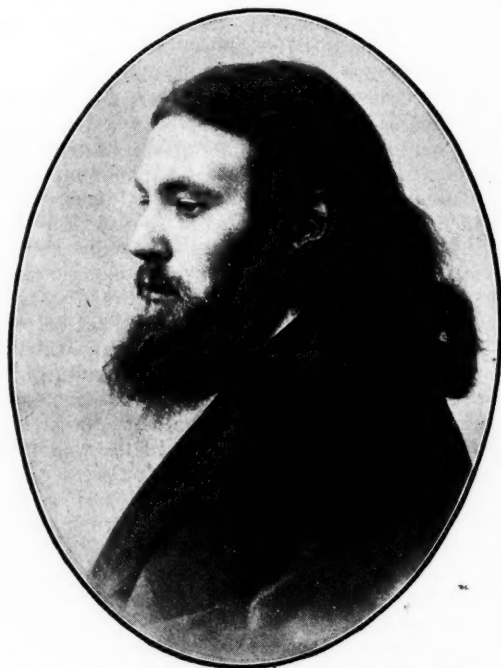
Oberammergau is run on most democratic principles. The householders elect the Burgermeister and the council. These, together with the parish priest and six men elected by the people, form the *Passions Comité* which arranges all details connected with the play and selects the players. The nominations took place on December 21 last. There is a good deal of rivalry between the different candidates, but the selection is final. In 1890 it was expected that Peter Rendl, the *John* of that year, would have been *Christus* in 1900; but *Christus* must have a flowing beard, and Mr. Rendl's beard will not grow. He is acting *John* once more—almost the only important part which is taken by the same actor who performed it in 1890. Josef Meyer, the *Christus* of 1870, 1871, 1880, and 1890, is too old to take the part again, his grizzled beard making it quite impossible. In order that he may have a prominent position still, the part of *choragus* has been divided. Gakol Rutz, the village smith who acted *choragus* in 1890, still has the title, but does not recite the Prologue, Meyer coming on the stage in his place. *Joseph of Arimathea* was the part Mayer wished to act, but the *comité* did not con-

sider it important enough; besides, they did not desire to have the veteran actor of *Christus* on the stage at the same time as the novice Anton Lang, who takes the principal part this year. He is a potter, and works with his father, who acts *Herod*, in their large white house near the theater. Opinions differ as to his performance. He is only twenty-five. The Burgermeister, who in 1890 acted *Kaiphaz*, has also aged too much to act the same part, which is taken by Sebastian Lang, the heir of Daisenberger, who wrote the present text of the play. Mr. Lang is publishing the official text for the first time. The dresses worn are the same, and the tableaux and scenes are exactly similar every year.

At the official opening of the railway the long-haired players were much in evidence. As there are only 1,400 inhabitants, and 700 of these are acting in the play, it is small wonder that nearly every other man has long hair and often a flowing beard. Both beard and hair are allowed to grow untouched for several months before the commencement of the play. Very handsome many of them look with their wavy black hair resting on their shoulders. The little boys playing marbles in a corner have nearly all long, curly hair. Since 1890 Mr. Rendl has married, and has a little son. His wife is the daughter of Mayer, who was *Christus* while Rendl was *John* ten years ago. Since that time Peter Rendl has set up a shop of his own, and this year will supply some of his exquisite carving to visitors. All the more important players are carvers; in fact, that is the chief industry of the village. Mr. Rendl lives in a pretty little villa on the left bank of the rushing Amner. Anton Lang resides just over the bridge, on the opposite side of the stream. Old Jakob Hett, who has acted *Peter* every time since 1860, is too infirm to do anything this year. His place has been taken by Peter Rendl's father, the *Pilate* of 1880 and 1890. Naturally both father and son are pleased, and their acting of *Peter* and *John* should be extremely good. The Burgermeister's daughter, who took the part of *Mary* in 1890, has since retired into a convent. Anna Flunger, the daughter of the local postman, will find it extremely difficult to follow such an actor; but reports say her performance of *Mary* is very good. As the mother of *Christus*, however, her face cannot for a moment compare with her predecessor's. She is only nineteen years old.

It is curious to see these people about their daily tasks. On a recent visit to the village, the first long-haired man to be seen was the *Apostle Thaddeus*, who was clearing the snow from the

road. The *choragus* works away amid showers of sparks, in his smithy, and *Nicodemus* is the owner of the baker's shop at the corner. All work at their various vocations during the day



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ANTON LANG.

(The "*Christus*" in 1900.)

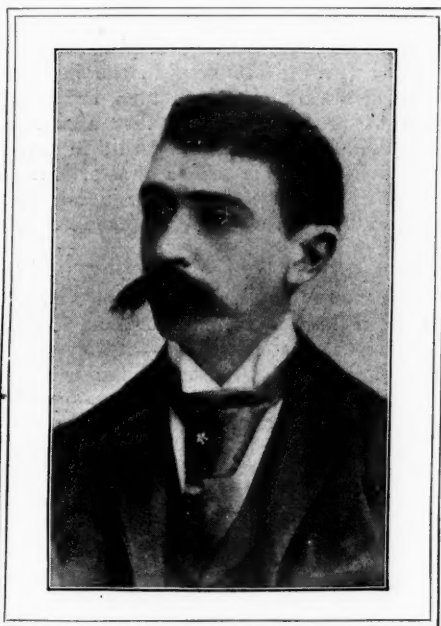
and rehearse regularly every night. The chief performers assemble in the Rathhaus, and are coached by the Burgermeister. The chorus and the crowd meet in adjoining buildings. The first rehearsal in the new theater was to have taken place on Sunday, March 25, but the snow prevented it.

Everything has been rapidly pushed forward, rehearsals, choir practice, and costumes. Builders have worked with feverish haste, in order that on May 24 the first performance might be a success. The villagers expect an immense attendance during the year, and indeed few pleasanter trips could be suggested than a visit to the Bavarian Tyrol and the village of the Passion Play. The play began on May 24 and ends on September 30. The performances take place every Sunday and on several intervening Wednesdays. There are 27 in all; but, if ever the crowds are excessive, additional performances are given.

LEADING ARTICLES OF THE MONTH.

THE DANGER OF WAR BETWEEN FRANCE AND ENGLAND.

BARON PIERRE DE COUBERTIN is one of those Frenchmen who know and love England almost as well as they know and love their native country. He has traveled much in Amer-



BARON PIERRE DE COUBERTIN.

ica and in Great Britain: he has friends everywhere; and he is quite justified in maintaining, as he does in his article in the *Fortnightly Review*, that there is no one better qualified to speak than he as to the dangers of the present position. He is no pessimist; on the contrary, few men have a more cheery, optimistic outlook on the world and its affairs; and when such a man feels constrained to tell us, as he does, that there are signs of a forthcoming conflict between England and France, his warning should be heeded. Why, then, it will be asked, is there any danger of a war between these two countries? What ground of quarrel is there which could possibly embroil the two Western nations? Baron de Coubertin admits at once that "there is no matter in dispute between France and England which could legitimately lead to war."

NEWFOUNDLAND.

Of all the outstanding questions, he thinks that of Newfoundland is the only one which threatens a serious difference of opinion. Even in Egypt, he thinks that the French will not object so long as French savants are allowed uninterruptedly to carry on their researches—a very optimistic view, characteristic of the man; but the Newfoundland question seems to him a grave one. He says:

"It is really a very grave problem, and no settlement can be hoped for unless the two countries are first convinced, one of the legitimate nature of the Newfoundlanders' grievances, and the other of the great difficulty confronting France when she tries to discover any form of compensation which would benefit the French fishermen. That is the only question which could put a match to the train, and it ought not to issue in any such catastrophe, if the argument is conducted on both sides with a sincere desire to avoid such a calamity. But is there such a desire? Certainly one would think not, after perusing many French and English newspapers; they seem to be deliberately trying every means of hurrying on war. Nor is this any new attitude on their part; it dates from a very long way back."

THE REAL DANGER.

Thus we have it that the real *causa causans* of trouble is the existence of the journalist. He is rapidly becoming the enemy of the human race. Of course Mr. Chamberlain would have us believe that the French caricaturists are the only people to blame in this matter; but, as Baron de Coubertin says, the English press is by no means blameless. He says:

"It must not be thought that the three or four offensive caricatures of the Queen (that was the sum total) which appeared in Paris made at all a good impression outside the circle of boulevardiers, who have no respect for anything. Such manifestations were very severely condemned by French public opinion; and I met with more than one Frenchman, by no means friendly to England, who had been roused to indignation. But this indignation was much diminished when it was seen that, though the English press was angry with France, it affected complete ignorance of the more numerous and serious attacks issuing from Germany."

He complains that the English attacks on France

in the English press have been much more virulent and bitter than any that have appeared in France upon England. He says :

"I have myself noticed that in every English-speaking country the press habitually uses insulting terms in speaking of France ; both in the United States, and still more in Australia, its pronouncements have been absurdly malevolent."

AN ANTI-FRENCH SYNDICATE ?

Why the newspapers should deliberately set about goading two nations into war, he frankly declares he does not understand ; but he makes a suggestion which is very curious. He says :

"There is really no possible explanation, except mere force of habit, for the bitterness and insult indulged in to such excess by the press of both countries. Lately these attacks have grown so violent, especially in England, that we have begun to credit the English press with obeying a word of command, or with having been bribed to incite France to war. The idea is absurd enough, yet it might have this much truth in it. There are certain English merchants and manufacturers who would have an interest in war, or who might, any way, make some profit out of it. There is nothing to prevent these men from forming a syndicate, in view of their future business interests, when war should really have been declared. Such syndicates would naturally be open to the proprietors and shareholders of leading newspapers ; then insensibly, almost unconsciously, these papers would come to defend the idea of a war, to be familiar with it, to think it natural and normal, to speak of it as a thing inevitable. That is a very real danger."

IGNORANT OF EACH OTHER'S STRENGTH.

The mischief which the newspapers could do would be slight, if it were not for another reason which Baron de Coubertin does well to point out. France and Germany will not be goaded into war by any amount of newspaper campaign, because both countries know each other's strength ; but it is different in the case of England and France. He says :

"Nations, like individuals, show a tendency, more widespread than noble, to harry the weak, to take their goods, and to reduce them to servitude. Now, by a most unfortunate aberration of mind, both England and France imagine that neither could resist the attack of the other."

France, he says, has never been stronger than she is now :

"England is, therefore, the victim of the strangest and most unfortunate illusion if she believes in the decay of her neighbor. Thirty years of peace, internal tranquillity and prosperity,

during which she has steadily looked to her defenses, have made France a power to be reckoned with. She scarcely knows it herself ; she is ignorant of her own strength, and of the weight of the blows which she has it in her power to deal. But she is equally ignorant of the might of England, and there is nothing in the world so hard to bring home to a Frenchman's mind as the nature of that power.

A MOTIVELESS WAR.

Hence great danger. France despises the military power of England. England is utterly ignorant of the enormous resisting power of France. The Jingoos who precipitated England into a war with the Transvaal in the belief that it would be a walk over to Pretoria are possibly capable of precipitating her into a war with France, which might easily result in imperial catastrophe. To avert such a disaster is the object with which Baron de Coubertin has written the admirable article which he concludes as follows :

"Here, then, is my conclusion. There is no motive for war ; yet war is possible, and even probable, if the two nations continue to cherish such illusions about each other—if they make no serious efforts toward mutual comprehension ; if they are not firmly resolved to respect each other, even where comprehension fails ; if French opinion does not silence the caricaturists and national faddists ; and if, on the other hand, English opinion does not call upon its government and its newspapers to confine themselves to the proper limits of international courtesy, which have been too often overstepped."

THE DIVISION OF ASIA.

MR. C. E. D. BLACK contributes, to the *Nineteenth Century* for May, an article on "The British Sphere in Asia," in which he complains of the neglect of the British Government to take any step to consolidate its influence in Southern Asia, as Russia is doing in the North by means of the Trans-Siberian Railway, now approaching completion.

GERMANY A FRIEND TO ENGLAND.

The chief factor in Western Asia at present is the growing influence of Germany in Asia Minor and Mesopotamia, and her proposed railway from Bagdad to the Persian Gulf is one which, Mr. Black holds, should meet with no opposition in England. England's real rival is Russia, and if the British Government wishes to counteract her influence it can only be by establishing a southern Trans-Asian transit from

Egypt to China. This could be effected by the construction of a railway from Alexandria across the isthmus of Sinai and northern Arabia, to the head of the Persian Gulf, traversing eastern Persia and Baluchistan to the frontier of British India, thence to Burmah, and following the line of the Yang-tse-Kiang to China.

RUSSIA AND PERSIA.

Capt. A. T. Mahan is quoted as saying that "The division of Asia is east and west; movement is north and south." The effect of Russia's getting a foothold on the Persian Gulf would be to drive a wedge between the eastern and western possessions of Great Britain, and this will prevent the construction of a British railway across Southern Asia if Russia's advance is not promptly checked. "If Lord Salisbury is correct in saying that Western policy in China is a policy of railways, the same is certainly good of Western Asia."

Mr. Black holds, with Lord Curzon, that a definite sphere of British interests should be demarcated in China, and that any Russian advance to Benda Abbas or Chakhbar should be resisted tooth and nail. He says:

"The coincidence of these Russian moves in Persia and Afghanistan—one fiscal and one strategic—is ominous. It shows clearly that Russia is determined to take Herat on very small provocation, and it also shows that she is preparing to spread her net over as much of Persia as she can cover. At present the provinces in the south are exempted from the lien of the customs imposed by the new loan, in virtue of an old understanding (though it cannot be called a definite agreement) between Russia and Great Britain that southern Persia lies within the sphere of influence of the latter. Our great object ought to be to insure that this cardinal point in our policy is never lost sight of."

AFGHANISTAN AND BALUCHISTAN.

In Afghanistan there is no danger—at any rate, so long as the Ameer survives. The recent opening up of the Quetta and Leistan trade is the result of coöperation between the Indian and foreign offices, and a telegraph line to follow this route and reach Baluchistan and Persia is under consideration. But a great trunk railway from the Nile to the Yang-tse-Kiang would do more than anything else to consolidate British interests; and, indeed, the difficulty is that so many departments would profit by it that it is difficult to reconcile all their interests. Mr. Black concludes by saying that such a railway would cost not more than forty millions of pounds, or less than the capital expenditure of the London and South-western Railway. He urges that a commission of inquiry should be appointed to consider the matter.

JAPAN AND RUSSIA IN THE FAR EAST.

IN the *North American Review* for May, Prof. James Murdoch, a British scholar who has lived for many years in Japan, writes on Russia's recent movements as concerning the Island Empire and its place among the powers of the far East. This writer explains Russia's energy in strengthening the fortifications at Port Arthur, whither stores and munitions have been sent in great quantities during the past two years. In fact, Port Arthur seems destined to become the most important of all the naval stations of Russia:

"From Port Arthur alone is there free and ready egress to the open ocean at all seasons of the year. This circumstance in itself makes it easy to understand why Russia proposes to add so greatly to the strength of her Pacific fleet. At present, vis-à-vis to Japan, that fleet is decidedly weak. Her three battleships would be no match for the *Fuji*, the *Yashima*, and the *Shikishima*. The *Petropavlovsk*, of 10,960 tons, and the *Navarin*, of 10,200 tons, steam only sixteen knots against the eighteen or nineteen knots of the Japanese line-of-battle ships, while the *Lissoi Veliky*, of 8,800 tons, is no faster. As regards first-class cruisers, the Japanese *Tokiwa* and *Asama* are fully a match for the *Rossia* and the *Rurik*; and the *Azuma* and *Yakumo* (sister ships to the *Asama*), expected here by the end of June, will go a long way toward offsetting the much older, slower, and smaller *Vladimir Monomakh*, *Dmitri Donskoi*, *Pamiat Azova*, and *Admiral Nakhimoff*. As regards second-class cruisers and smaller ships, the superiority of Japan is simply overwhelming, as indicated by the comparative total tonnage already given. But if the report be true that Russia is to send several of the eight battleships and six first-class cruisers now in hand to the far East, the disparity will cease to be on her side.

"Russia is not waiting for the completion of her great railway to reduce her military inferiority in the East. In 1898 and the four preceding years, 58,000 troops were dispatched to that quarter by the vessels of the volunteer fleet, while only 20,000 returned, and lately the rate of dispatch has been greatly increased. At present, a trustworthy authority puts the number of Russian troops of all arms in Eastern Siberia and Manchuria at nearly 110,000 men. In addition, there is a large immigration of settlers and of laborers for the construction of the railways in Manchuria. These are being pushed on vigorously; Port Arthur is already connected with Mukden, and altogether over 500 miles of track have been completed. It is only the heavy tunneling through the Chingan and Klite Amon ranges that will defer the opening of the whole

system till 1902. Thus, if all this be taken into account, it will readily appear that Russia, in temporarily effacing herself in Korea and so avoiding friction with Japan there, was the very reverse of ill-advised."

JAPAN'S PURPOSES IN KOREA.

Professor Murdoch does not seem to attach much importance to the recent rumors of Russia's renewed activity in Korea, but he says that Japan is fully determined to maintain her position there.

"One thing, however, is certain, and that is that the present Japanese Cabinet, while by no means eager for war, will not tamely submit to any infraction of the terms of the Nissi-Rosen Protocol. That document is Japan's charter for the peaceful, economic, and industrial conquest of Korea, which she evidently contemplates. The energy with which she has been pushing this purpose and the development of her commercial interests in the little empire have of late been very remarkable, and stand forth in marked contrast to the apathy with which she has regarded most of the commercial advantages in China acquired by the Treaty of Shimonoseki. So long as she remains free to develop her legitimate interests in Korea, so long as the Nissi-Rosen Protocol is observed, Japan will be satisfied. The average Japanese is, indeed, very prone to be swayed by emotion—even by that spurious emotion called sentimentality. But hitherto the foreign policy of the nation has been conducted by the cold, clear light of reason, and the statesmen at the head of affairs will not be likely to engage in armed strife without the amplest justification for doing so."

THE JAPANESE PRESS AND THE BOER WAR.

THE Japanese monthly magazine called the *Orient* comments, in a recent issue, on Japanese public sentiment in relation to the Boer war as voiced by the native press. The *Orient* says:

"The Japanese journals, with a few exceptions, side with Great Britain with regard to the war in South Africa. Some of them receive the news of the reverses of the British army with almost as keen regret as they would exhibit on hearing a defeat of the Japanese army. However, they speak in high terms of the spirit shown by the people of Great Britain in this time of stress. The motive of their warm sympathy with Great Britain appears to have nothing to do with the rightness or wrongness of the war, but to emanate from the impression that Great Britain is the best of friends Japan possesses, and time may come when her sympathy will be greatly

wanted by us. In plain words, they say that our sympathy for Great Britain at this time will call forth *her* sympathy for *us* when we go to war with a certain power in future. (And what that power is, all seem to know without mentioning its name.) To us it appears that this is rather a business-like sort of sympathy. The few journals which sympathize with the Boers, among which the *Yorodzu Choho* is the most prominent, take a decidedly different view of the question. They do not differ from others in regarding the friendship of Great Britain as indispensable to this country, but are convinced that in this war Great Britain is wrong, and therefore do not hesitate to publish severe articles against her."

MAX MÜLLER AND THEODOR MOMMSEN ON THE BOER WAR.

THE May number of the *Deutsche Revue* brings a continuation of the correspondence between Prof. Max Müller and Theodor Mommsen in regard to England's rights in the Transvaal question—a correspondence that has excited a widespread interest, both in England and in Germany, on account of the eminence of both historians in their respective fields of activity. Max Müller once more goes back to the origins of English paramountcy in South Africa. The Congress of Vienna and the treaties made in 1813 and 1814 serve as the basis of present international politics. Through them England obtained direct sovereignty over Cape Colony and Natal, protectorship over the native states, and "a sphere of influence" as far north as the twenty-fifth degree southern latitude, which marked the boundaries of the Portuguese possessions. The Cape of Good Hope Punishments Act of 1836 declares that any crime committed by a white person south of the twenty-fifth degree falls under the jurisdiction of the courts of Cape Town. The Boers knew this very well; and they were told, when they set out on their Great Trek, that if they settled on British territory, they would remain British subjects. The present war, therefore, Professor Müller considers simply a rebellion, although he admits that the Boers suffered much wrong—as, for instance, in the affair of the Kimberley diamond mines, and in other matters where the interests of British and Boers conflicted.

WHO BEGAN WAR?

As to the question, Was the war justified? Professor Müller thinks that no war ever is justified, even if it seems unavoidable. But who declared war? Who invaded the enemy's territory with fire and sword? Not the English, but

the Dutch. Should the English, then, still hesitate? Should they not protect their colonies, as they had promised? Even arbitration they could not accept, for that would have meant to renounce British paramountcy, and the rebellion of the Boers would then have become a war between equal sovereign states. The Boers have entered upon a war of conquest against the British Empire. Incredible as it may sound, it is a historic fact. With the help of the Afrikaner Bund, which was founded in 1881 by Du Toit, the Boers hoped to sweep the British into the sea, and made no secret of it. The Boers cried, "To Cape Town!"—just as the French had cried in 1870, "*À Berlin!*" Professor Müller explains why he did not sign a certain petition to stop the war at once. In the first place, he never saw it; and, in the second place, he never would have signed it, for when war has once been declared, every man must stand by his flag. He thinks "My country, right or wrong." He asks why the English soldiers are stigmatized as hirelings. They receive their pay, as any other soldiers. The Englishman serves voluntarily; the German *must* serve. Conscription has its good sides, but also much that is evil. As long as there were plenty of volunteers in England, they hesitated to call out conscripts; but now members of the royal family, dukes, the nobility, millionaires, professors, gentlemen of every description, are willing to lay down their lives in the service of their country.

THE TRANSVAAL'S PREPARATIONS FOR WAR.

Professor Mommsen briefly but severely criticises this letter of Max Müller, which "treats of unimportant and minor matters at some length, but [which] in the vital points, repeats the stock arguments of the British and ignores the objections." Then he returns to what he thinks the cardinal point of the question at issue—how and when the Transvaal began to prepare for the war, and whether this preparation was defensive or offensive. This will also definitely settle the question as to the reputed plans of conquest by the Boers. Most likely there were not lacking boasters among the Cape Dutch, who bragged of driving the British into the sea; but what the serious-minded and industrious Boers of the Veldt were striving for can be clearly demonstrated. The dependence of the Transvaal on England is a fact proved even more by the existing circumstances than by any treaties or conventions; and this dependence carried with it certain duties toward the British Empire, which the Transvaal never ignored, however irksome they were. In the Sand River convention of 1852, which is the basis of the relations between England and the Transvaal, and

which was simply modified by the conventions of 1881 and 1884, British paramountcy was recognized, but also self-government of the Boer territory. British interference in the internal affairs of the republic has caused the war; the South African republics have never been accused of violating the terms of the conventions.

STATISTICS OF ARMAMENT.

As to the preparations for war, Professor Mommsen cites from the *Manchester Guardian* the figures of the Transvaal budget for the years 1882–98.

He finds that up to 1894 the Transvaal conscientiously kept within the limits of ordinary military precaution. But in 1895 there is a sudden change; the military expenditure is trebled, the Transvaal begins to arm against England. Jameson's raid took place in December, 1895; the preparations, therefore, began many months before. But the raid itself was not unexpected. Already, in January, 1895, munitions of war were purchased for the Chartered Company, and from October to December great quantities of arms were imported by the conspirators. These things must have been known, for Professor Mommsen quotes Mr. Bryce as saying that, in November, these arms were shown to whoever wished to see them. To prepare against events, large purchases were made, but apparently only in the latter months of 1895, for Pretoria. Only in this sense can it be admitted that the Boers began to arm before the Jameson Raid. The figures prove that at that time, in expectation of an attack, they formed the desperate resolve whose consequences are shown on the battle-fields of to-day. Professor Mommsen thinks that, had the British Government then done its duty and dealt effectively with the instigators of the raid, the government in Pretoria would have begun to disarm. As the opposite happened, they prepared for a renewal of the attack, and the consequence was the declaration of war of October 9, 1899. It takes a degree of courage, says Professor Mommsen, to ask, in the face of these facts, "Who first invaded British territory with fire and sword?" Professor Mommsen takes no pleasure in proving a man like Max Müller to be wrong; he regrets to see him in company with Beit and Rhodes—the man who is destined to hand down to posterity, on future maps of the world, England's shame. Still less does he contemplate with pleasure the future which this war opens up to us. The terrible danger of England is clear to many of its friends, and to all its enemies. Everything is uncertain about the Boer war, except that it will be a protracted struggle. Every

succeeding day undermines the position of England as a world power. Among the civilized and even more so among the half-civilized nations, England's military and political prestige wanes. And even the real basis of her power, the right of free speech, is threatened; for the English papers themselves talk of the "mob law in free England," and name dozens of places where the friends of peace were mobbed by the populace. Professor Mommsen thinks it is a sign of the decreasing delirium that representatives of the war party begin to ask for intervention; but he says that no one can doubt that, as long as this party rules in England, every effort at intervention from the outside is useless and dangerous. Perhaps the July elections will bring in another Parliament and another ministry. And if not, what next?

THE BOER PRESIDENT.

"PEASANT, millionaire, rebel, autocrat, lay-preacher, filibuster, visionary, and statesman, Paul Krüger is easily the most interesting figure of a president now living," says F. Edmund Garrett, in the June *McClure's*.

"I have had the good fortune to enjoy more than one talk with President Krüger on matters near his heart. The frame of the old athlete was already bowed and unknot by these later sedentary years, which told their tale in sallow face and the flaccid droop under the eyes. Charm of manner or dignity there was none. The little gross peasant ways which have been described, and over-described, at first distracted attention. The voice, down in some growling depths, was grudging, almost morose, till a vein of feeling was struck, when it became voluble and explosive. But I never doubted that in this hard, shrewd old gentleman in rusty broadcloth, fiercely gesticulating with his pipe, I had before me one of the few really significant and forceful personalities of our time, and that I should look back to these reminiscences one day, if I lived, much as I look back to conversations I was fortunate enough to have with Gladstone or with Parnell. It was a privilege."

KRÜGER IN THE "GREAT TREK."

"Paul Krüger, who has been once in his life a British official, was born a British subject. That was in 1825—ten years after Waterloo, and nine after the final cession of the Cape to England. His father was a frontier grazier. On the frontiers, it was a question of the usual frontier incidents between whites and tribal savages—with cattle-stealing, free shooting, and mutual charges of atrocities. The frontier grazier, who had been

allowed to call a tract of country his farm, was used to receiving no proper protection from government; and it was too much when finally government hampered him in the reprisals which were his way of protecting himself. The result was that curious migration into the regions beyond, where no writ ran, which is known as the Great Trek. It cost the British Government, first to last, the secession of over a thousand families; and among them, the Krügers.

"And so it came to pass that about the time that Queen Victoria came to the throne as a girl of eighteen, Paul Krüger, a boy of eleven, was tramping beside his father's wagon across the uplands of what is now the Free State, pushing ever slowly northward. As the parties gradually spread into what are now the Free State, Natal, and the Transvaal, some settling here, some there, as a tract of country might take their fancy, they again and again had to fight for their lives. Once some hundreds of men, women, and children were surprised and massacred. It may seem a wonder that this was not the ultimate fate of all. What saved them was hitting upon the *laagers*—a word now familiar to all the world; and the battle of Vechtkop, where this device won its first great triumph, was a scene in which the Krüger family, including the boy Paul, took part. It must be one of the most memorable in his life.

FIRST USE OF "LAAGERS."

"In a square made by lashing some fifty wagons end to end, as many farmers, with their wives and families, awaited the attack (they say) of 5,000 Matabele warriors. The Boer wagon, in which the families lived and carried all that they had, was massively built, such as only a long span of oxen could draw, and covered with a great tent, or tilt. There was good shelter in the square against *assegais*, which, though hurled in clouds, could only fall in the middle, and the interstices were well strengthened against a charge of naked men by bushes of the thorny mimosa. The men and boys manned the wagons, and fired, not as soldiers fire, but as hunters; the women, close behind, kept reloading for them. Again and again the enveloping mass of black warriors flung itself on the laager only to be choked off by its own dead. The Boer marksmanship had been learned in a good, because a hard, school. Ammunition was precious. Young Krüger, for instance, was accustomed to herd his father's sheep in a land of wild beasts, and had always been expected to bring home game in proportion to any powder he had burned. After terrible loss, the Matabele army drew off, and the farmers, who declare that they lost in the laager

but two men, sang psalms of thanksgiving—as well they might.”

KRÜGER AND THE ‘UITLANDERS.’

“Mr. Krüger has a Bismarckian gift for coin-ing blunt and picturesque phrases. He expresses himself naturally, in homely figures, taken from animal life and the farm. There are scores of these speeches which etch with vividness his attitude toward the ‘uitlander’ claim. Select persons who were ‘trusty’—that is, known to his pretorian guard, and guaranteed to vote in a certain way—he has often spoken of admitting. But the community as a whole—never! In one of the best-known debates on the question, he compared the rising tide of immigrants to dirty water held back by a dam from mixing with the clean—a bold metaphor for Transvaal burghers. If the turbid flood rose higher, why, he would build the wall higher. In the same speech he was driving the state-coach, and the ‘uitlanders’ clamored to be taken up. ‘There is no fear of us upsetting the coach,’ he represented them as pleading, ‘for we should then be overturning ourselves and our possessions as well as you.’ ‘Yes,’ Krüger makes himself reply, ‘but you might snatch the reins from me and drive away. I don’t want to go.’ ‘Their rights!’ he sneered, on the publication of a reform manifesto. ‘Yes, they’ll get them—over my dead body!’ And to a deputation from Johannesburg: ‘Go back and tell your people, never, never!—and now let the storm burst.’ And to another, when the word ‘protest’ or ‘insist’ was used: ‘Protest! insist! What’s the use of that? I have the guns.’ ‘Wait till the tortoise puts out its head,’ he told some burghers who were alarmed by talk of a revolt brewing. ‘We’ll soon cut it off then.’ When an ‘uitlander’ crowd hooted him, he retorted with a humorous comparison to a tame baboon which bit him because it burnt its tail in the fire. When they cheered him, his comment was ‘Ugh! lickspittles!’ When some of them called to thank him for lenience, after the 1896 fiasco, he playfully observed that ‘he had to beat his little dogs when they were naughty, and some went away and snarled, and some came and licked his hand, but he hoped they would not misbehave again.’ ‘Friends,’ he began at a meeting of burghers—then, perceiving there were ‘uitlanders’ present, ‘but you are not all friends here; some are thieves and murderers. Well, friends, thieves, and murderers’—and so the speech proceeded.”

“It is told of Paul Krüger, in the early days, that when oxen were scarce on the Reestenburg farm he used to harness natives to his plow. Whether

fact or legend, that gives us in a picture his policy toward white ‘uitlanders.’”

“Paul Krüger is a visionary. What is his vision? It is of a sort of oligarchic theocracy, with Paul Krüger as its Melchizedek, priest and king in one. He sees the faithful sitting each under his own gum-tree, on his own *stoep*, and as far as his eye ranges that is his farm, and his cattle are on a score of hills. The young men are stalwart, great hunters before the Lord, and the young women are grossly built and fruitful. And to each farm there is a made road and a dam, and the stranger in the land pays for the same. The stranger keeps to himself in the city, and is more or less godless; for he is not of the chosen in the Promised Land. But he gives no trouble, for he is ‘well disposed,’ and looks to the Raad for his laws in due season. The burgher has his Kafirs, who do his work; but they are not cruelly used, because they obey. The sons of the soil are not too much educated, because that spoils an Afrikander; but enough so to be able to hold all offices of state, that these may be purged of the Hollander and the German, no less than the accursed English or ‘English-hearted Afrikander.’ And the nations of the earth come vying the one with the other for favors—Germany and France and England, all on the one footing.”

“And above all sits Paul Krüger, father of his people, dwelling in the house that the *concessionnaire* Nellmapins gave him, wealthy, but thrifty, living as simply as he used to live on the farm, save that sheep’s head and trotters comes round somewhat oftener. And the judges come to him to know how they shall judge, and the Raad members to know what laws they shall make; and on Sundays all come to the little chapel near to hear him expound the Word of God and the truth as set forth by the Separatist Reformed Brethren. And there is peace in the earth. And it is flat, and the sun goes round it.”

MRS. KRÜGER AND MISS RHODES.

MR. ARTHUR MEE chats pleasantly in the *Young Woman* for May about “Some Women of South Africa.” He tells how Mrs. Joubert was the first to see the redcoats on the summit of Majuba Hill, where they had climbed under cover of the night.

Mrs. Kruger, in some respects, sets an example which may be commended to certain of her English-speaking sisters:

“She is kind and thoughtful and has a womanly heart. Nobody ever saw her with a feather in her bonnet. She trims all her own bonnets and makes all her own dresses; but she has the

strongest objection to wearing birds' feathers or anything else involving suffering or cruelty. She sets her own fashions and wears what she pleases."

A PRETTY STORY.

"A pleasing little story illustrates her love for animals and birds. When arrangements were being made for Mr. Krüger's statue to be erected in Pretoria, Oom Paul insisted on being represented in his familiar top-hat; and when the drawings came, Tanta gazed on them with delight. She had never been so proud of her husband as when they were carving his statue in marble. But she had a modest request to make. She was thinking not only of her husband, but of the birds that would flutter about the statue; and she begged that the crown of the hat might be left hollow, so that the birds might drink from it! The request was, of course, granted; but one cannot help wondering how long this friendly hat will be left undisturbed."

THE SISTER OF THE COLOSSUS.

By the side of another great South African stands a female figure less known to fame. Says Mr. Mee:

"It is not generally known that Mr. Cecil Rhodes has a sister living in South Africa. At Groote Schuur, Mr. Rhodes' beautiful home, a few miles from Cape Town, Miss Edith Rhodes entertains her brother's guests. She is said to dislike men as much as her brother dislikes women. She dispenses hospitality on the most lavish scale. Miss Rhodes is of masculine appearance, and has been described as resembling 'the English squire of sporting prints.' She is rich, generous, and businesslike, and her impulsive nature wins her many friends. Miss Rhodes has many peculiarities, but as she has an ample fortune a good deal is forgiven her. On board a steamer not long ago she gained herself a tremendous popularity by regulating the handicaps for the running matches and acting as umpire in the tugs-of-war. Away from home she is thoroughly masculine, and takes her part with men in any sport; but at home, where she has a lady companion in constant attendance on her, she is as feminine as any woman can be, and makes a genial hostess. She is greatly interested in the Zoo at Groote Schuur, upon which Mr. Rhodes has spent a fortune, and is fond of driving about the estate, which comprises six miles of splendid drives. Miss Rhodes has a better grasp of South African politics than some members of the Colonial Office, and it is needless to say that she is the loyal champion of her brother Cecil and all in which he is concerned."

THE FORTS AT PRETORIA.

IN *Harmsworth's* for April, there is a paper on the forts of Pretoria and how they were built, by one who has been over them. This is his description:

"There are in all seven forts around Pretoria. Of these, five are complete, or practically so; the other two are mere shells, and are not to be reckoned with as defenses, unless, in an emergency, they were heavily sandbagged and otherwise temporarily fitted up. The general scheme of the forts is alike in each case. The outer walls are of solid masonry, many feet thick, flanked by earthworks on the outer faces. The original armament consisted of fifteen cm. guns; but a good many of them were taken to the front, and most, if not all, of the forts are now dismantled. The interior of the fort is a large quadrangle, containing a house, or rather a few rooms, for the gunners, an office, a telegraph-shed, and an armory. There is also a bomb-proof magazine, partly underground."

How these facts were obtained, the writer does not scruple to inform his readers:

"Being fluent in German, I succeeded in passing myself off as a German officer, and, unmolested, made my way right into the Daspoort fort. I succeeded in finding out the password from an inebriated artilleryman the night before (the word was *Fackelzug*), and had leisure to examine everything carefully. I verified the fact that there was a telephone to Pretoria, a powerful searchlight, and a very large stock of mealies (maize)."

"In another instance, it is related on very good authority that two officers of the Royal Engineers disguised themselves as laborers, and were employed in the actual building of the forts. They continued at this work for some weeks, and were enabled to gather a very good idea of the building and plan of defense, which they duly reported to the authorities in Pall Mall."

THE UNITED STATES OF AFRICA.

PROFESSOR CESARE LOMBROSO, of the University of Turin, contributes to *Nuova Antologia* for April 16 an article, "The United States of Africa and of America," in which he draws a parallel between the colonial period of the United States of America and the colonial period of the anticipated independent nation, the United States of Africa. The recent progress of the British army into the territory of the Boers has not shaken in the least Professor Lombroso's confidence that the Boers will ultimately achieve their independence. After stating his reasons for the belief—reasons which, for the most part, are fa-

miliar to our readers—he sets about establishing the parallel indicated above.

A MIXED RACIAL ORIGIN.

First of all, the two colonial peoples were of mixed origin. The ancestry of the Boers, though mostly Dutch, had a considerable mixture of French and Scotch elements, and some others in a less degree. The colonial ancestors of the Boers were almost wholly religious exiles. The early American colonists had a considerable percentage of such settlers, though smaller no doubt than that of the Boer colonists. In both, after their removal from the mother-countries, there was a retrogression in civilization, owing to the changed conditions of their lives. And at this point Professor Lombroso directs attention to the fact that a falling back toward barbarism is incident to the early periods of colonial settlement. Owing to the primitive conditions in which the settlers find themselves for a longer or shorter time, as the case may be, a lapse from the standards of the older country whence they came is unavoidable. But if the colonists are of good stock, especially of good mixed stock, they recover the level from which they descended, and, Professor Lombroso thinks, make more rapid progress toward still higher levels than their kinsmen of the old country. The Boers have not yet regained the level of civilization which their forefathers left—at least, they have not in some things. But that the lapse is not permanent Professor Lombroso argues from the kindness and magnanimity with which the Boers have treated their wounded and captive enemies, their success in founding self-governing States, and their aptitudes for the higher principles of military strategy.

LOVE OF LIBERTY.

The three points of resemblance indicated above, Professor Lombroso illustrates and supports by particulars drawn from a large variety of sources. To these three resemblances a fourth is added—love of liberty and readiness to fight for it. No doubt the disparity between the resources of the British Empire and the resources of the Boers is far greater than the disparity between British and American resources during our revolutionary war; but in the situation of the contest the Boers are in many respects much better off than

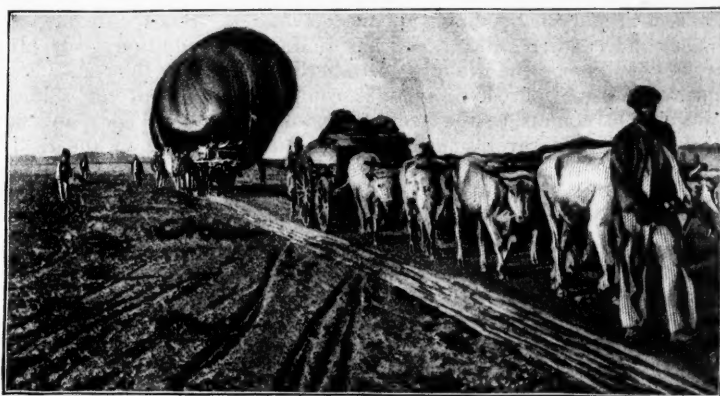
the rebel Americans, and, in the opinion of Professor Lombroso, the advantages which the Boers have in the situation more than compensate for their inferiority of numbers and resources. Later—the professor does not indicate clearly when—the Afrikanders will, he thinks, unite with the Boers, and the nation that will spring from the united people promises to form “a center of liberty and culture superior, most probably, to all the other races of Europe.”

BALLOONS IN WAR.

GEN. A. W. GREELY, our chief signal officer, has a picturesque article in the June *Harper's*, on the modern use of aeronautical devices in war. He notes that this is simply a return to the original idea, since the inventions of balloons was directly due to the exigencies of war:

“Impressed with the importance of capturing the fortress of Gibraltar, which British valor was defiantly defending against the combined forces of France and Spain, Joseph Montgolfier, in 1782, sought to advance by a novel method the success of this bloody siege, which was unexpectedly turning the scales of war against France and Spain. He said: ‘I possess a superhuman means of introducing our soldiers into this impregnable fortress. They may enter through the air by a gas produced by the combustion of a little straw. By making a bag large enough, it will be possible to introduce into Gibraltar an entire army, which, borne by the wind, will enter right above the heads of the enemy.’”

As early as 1794, the French were attempting to organize a system of captive balloons, and at the battle of Fleurus their utility was plainly demonstrated, the enemy's movements being



THE BRITISH BALLOON DETACHMENT ON THE MARCH IN SOUTH AFRICA.

studied by its aid for ten hours. From that time till this, France has occupied a leading place in such experiments :

"The most successful application of ballooning to field maneuvers in the French army was by one of its most brilliant and forceful officers, Marquis de Galliffet—the dashing cavalry general who led the heroic charge at Reichshofen, and who, in the present critical condition of his country, emerges from his well-earned retirement to become minister of war. In 1891 there were assembled, for the autumnal maneuvers, four army corps, consisting of an enormous force of 100,000 men, and divided into two opposing armies, whose tactical operations were viewed as of the highest value. In exercising command of one army, Galliffet, appreciating the immense importance of time, decided to use the balloon-basket for his temporary headquarters. Ascending with the chief aeronautical officer to the height of about 1,200 feet, Galliffet occupied the basket for two and one-half hours, receiving reports and sending orders by telephone and telegraph both to his staff and to his corps commanders. Following with the greatest clearness the deployment of his troops and of every important movement of his enemy over a front of more than seven miles, and at distances varying from two to six miles, Galliffet brilliantly regulated the movements of his own army by this knowledge, and at critical junctures even directed the fire of his artillery."

The Germans did not begin balloon experiments till long after their Gallic rivals, but their balloon service is now the best-drilled and probably the most effective in the world.

"In Great Britain, military ballooning may be said to have fairly commenced under Major Elsdale, R. E., in 1879, at Aldershot; and, though it has not been as spectacular as the French or German, its operations have practically revolutionized military ballooning. It has devised a smaller and handier balloon, and has diminished its permeability by the use of gold-beater's skin; and by the use of pure hydrogen-gas, compressed up to 1,800 pounds to the inch and stored in steel tubes, it has revolutionized the gas-supply. The tubes are transported in specially constructed wagons, so that it is possible to inflate and put up a balloon in half an hour. The remodeled English valves absolutely prevent the outflow of hydrogen, except under great and extraordinary pressure; then an automatic arrangement permits the expanding gas to escape until the pressure becomes normal."

In the Soudan, Afghanistan, and in Bechuana-land the British have found the balloon of the greatest utility.

The American development of the war-balloon was one of the many results of the ingenuity called into play by the Civil War, Mr. T. S. C. Lowe being the leading figure among the aeronautists of that day. Although this remarkable organizer, inventor, administrator, and specialist demonstrated the strategic value of balloons in extended military operations, it was not till 1892 that General Greeley thought it possible to form a balloon-train; and the first actual work under the appropriation then begun was at Santiago, during the war with Spain. Major Maxfield's balloon here was hit thirteen times by musketry fire without immediately descending of itself.

Balloons are to-day recognized, by all military authorities, as indispensable in forest or prairie regions, and wherever the visual outlook is limited; and even in the present state of the science, they can be used to distribute and set off high explosives. Pending the perfection of airships, attention is chiefly turned to dirigible balloons—that is, those capable of coming and going at pleasure through mechanical means controlled by the aeronaut.

HOW SHALL WE FEED OUR SOLDIERS IN THE TROPICS?

AN experienced army surgeon, Capt. Charles E. Woodruff, contributes to the *Philadelphia Medical Journal* for April 7 an exhaustive study of the American soldier's life in the tropics, with special reference to hygienic conditions. In his discussion of the army ration, Dr. Woodruff says :

"There is one change which I have long advocated, and which is perfectly practicable. As far as is known we are the only civilized nation which makes a pretense of feeding the soldier everything he needs. Every other nation gives the soldier a something called a ration,—sometimes only bread, or bread and meat,—and in addition gives him a small money allowance to buy the rest. England actually takes this money out of the soldier's pay. The ration will just keep body and soul together, in the few occasions in the field when, for a short period, the soldier cannot buy. We have never done this, because, unlike armies in thickly settled Europe, our army is usually situated on the frontier, where it cannot buy anything. We supply everything we can, but the things most needed at home and almost essential in the tropics—fresh green vegetables and fresh fruits—cannot possibly be supplied in large quantities. They would rot before they could be distributed, and must be purchased in small lots and used at once. As long as our troops were at home, and had gardens for vege-

tables and an income from the canteen to buy fruits and other extras, it was all right. We have rested in a fool's paradise. Now that there are no gardens and no funds, we find that every soldier is using his own money to piece out his ration, just as every European soldier does. What a howl there was in Cuba, because the men could not get their pay, to buy food formerly supplied to them at home!

"I am firmly convinced that each company should receive a trifle per day for each man, with which to buy extras whenever he can. Many companies of volunteers did this with private funds, but the poor regular has no enthusiastic State Legislature or local-aid society at home to help him out. The beginning of this change was in the regulation giving to each surgeon 60 cents per day for each patient—one of the grandest improvements our hospitals have ever experienced. Formerly we had to sell the sick man's ration and buy him food. As the ration is worth less than 16 or 18 cents, it is evident how difficult it was to buy food for a convalescent without stealing money collected from some one else. The chief use of such funds would, of course, be for the purchase of green vegetables and fresh fruits. As a rule the company commanders can buy these articles in small lots, when it would be entirely out of the question for the commissary department to handle them. The new law giving to each regiment a commissary officer, who has nothing else to do, would of course facilitate and systematize such small purchases. As almost every civilized nation in the world uses some such system, there must be good in it, and it must be practicable for us also."

LIBERAL EATING.

The conditions produced by tropical heat make it necessary, in Dr. Woodruff's opinion, to have a liberal diet, in order to counteract the increased wastes.

"Our troops in the Philippines last fall had the lean and lanky appearance of well-seasoned soldiers—that is, appearance of men whose wastes had been greater than their food; and this in spite of everything that was done to feed them liberally. I have particularly watched regiments at parade, and was painfully impressed by the large number of thin, yellow faces. They needed more food and less work; indeed, it really seems as though they needed more food than at home. One can well see, then, that it is not wise to restrict eating, but to encourage it—of course, restricting the fats as the foods which produce the most heat, but really the amounts usually consumed make but little practical difference.

"There is no doubt whatever that in the tropics

those who are liberally fed are, from their greater resisting powers, far less liable to disease in general than the underfed and half-starved, in whom natural immunity is destroyed and bacteria find a natural culture-field. In no disease is this better shown than in *beriberi*—a veritable curse to all the underfed tropical nations, and so very prevalent among the emaciated and starved Spanish soldiers in the Philippines. We know that this disease attacks the underfed only, and is probably due to bacterial invasion in these non-resisting unfortunates. Japan acted on this hint, and after she changed the navy-ration from rice to a liberal ration of meat and vegetables, the number of cases was reduced to one-tenth their former number."

Dr. Woodruff thinks it probable that the greater susceptibility of the natives of tropical countries to infectious diseases may be due in great part to their feeble, underfed condition.

SHOULD THE RATION BE CUT DOWN?

In the *Journal of the Military Service Institution* for May appears the thesis on "The Ideal Ration for an Army in the Tropics," which won for its writer, Capt. Edward L. Munson, assistant-surgeon, U. S. A., the prize offered in 1899 by Dr. Louis A. Seaman. In this paper Dr. Munson argues as follows for a reduction of the present ration:

"Prolonged heat exerts an unfavorable influence upon the digestive and assimilative functions. Hence work should not be imposed upon the alimentary tract in excess of its powers, and the diet should be restricted as compared with that of temperate climates; particularly since both diarrhoea and dysentery are known to be favored by the presence of a large amount of undigested food in the intestines, while tropical anæmia may be hastened by mal-assimilation resulting from overtaxation of the digestive powers. The respiration, as has already been shown, is much less energetic after arrival in the tropics; and this, combined with rarefaction of the atmosphere and other factors, results in a much less amount of oxygen being introduced into the blood than is the case in temperate climates. If the reduced quantity of oxygen available finds in the organism an excess of alimentary substances it is evident that oxidation of the latter will be delayed even if ultimately complete, and metabolic equilibrium is thus disturbed. Further, according to Foster, the amount of heat evolved by the internal organs depends largely on their stimulation. In the case of the salivary gland the temperature of the saliva during irritation of the chorda has been found to be 1° to 1.5° higher than that of the blood in the carotid

artery at the same time; and the same author states that, in all probability, the investigation of other secreting glandular organs, under excitement, would yield similar results. Particularly is this true of the liver, an organ in which a large amount of heat is produced, as is shown by the fact that a temperature of 40.73°C . has been observed in the hepatic vein, while that of the right heart was 37.70°C ., and that of the inferior vena cava 38.35°C . Hence the excitation of the liver, either through the improper selection of foods or an excess of nutritive material requiring disposal, is to be avoided in hot climates. It is obvious that the consumption of any considerable amount of food for the production of internal heat is here as unnecessary as it is undesirable; while the nutritive needs of the organism require a smaller amount of material to repair the systemic losses resulting from the decreased oxidation and normally less active life of the tropics."

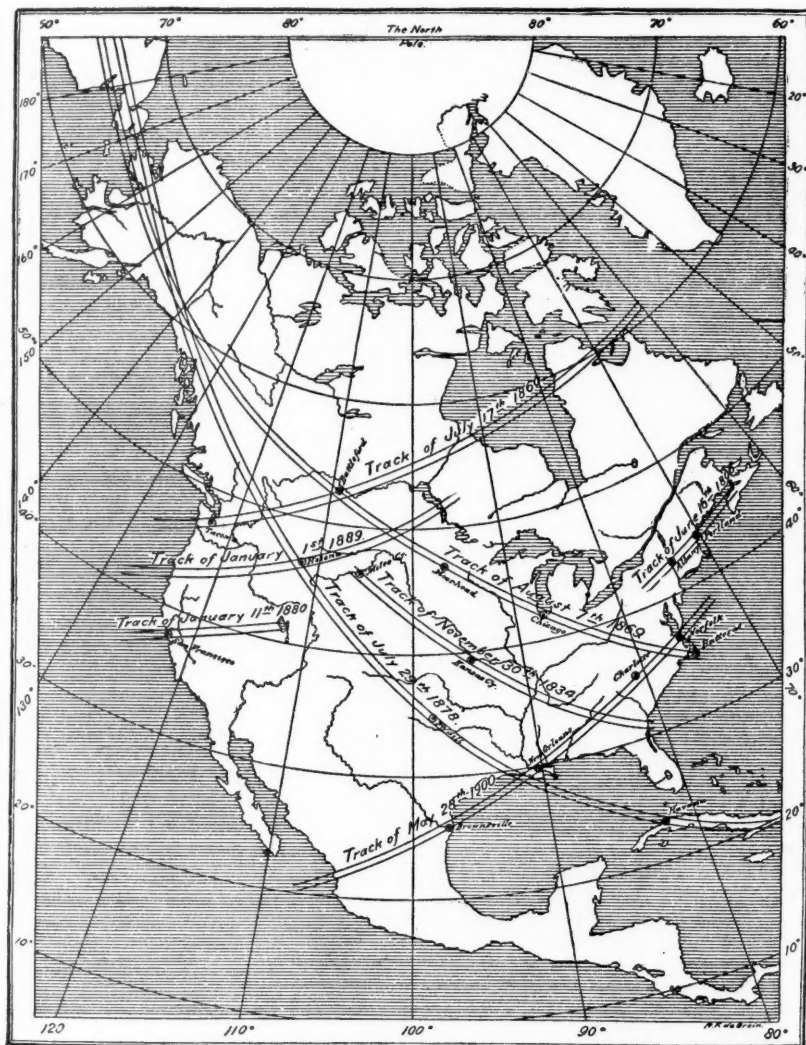
SOLAR ECLIPSES.

APROPOS of the eclipse of the sun on May 28, much interesting material relating to the solar eclipses of the past has appeared in the May numbers of the magazines. Prof. Simon Newcomb has written on the subject in *McClure's*, Prof. Frank H. Bigelow in *Appleton's Popular Science Monthly*, and Prof. William H. Pickering, Prof. H. C. Wilson, and Prof.

W. B. Featherstone in *Popular Astronomy*. Nor do these names by any means exhaust the list.

One of the most interesting historical surveys is that by Mrs. Mabel Loomis Todd, in the *Club Woman*. Mrs. Todd recalls America's past experience with these celestial phenomena.

"In 1860 the Pacific States were traversed by the moon's shadow, and other important darkenings occurring within our borders were in 1869, when the line extended from Bering Strait through Iowa, Illinois, Indiana, and Kentucky to North Carolina; and in 1878, when the track lay from Texas to Wyoming, crossing Pike's



Courtesy of Appleton's Popular Science Monthly.

TRACKS OF THE EIGHT NORTH AMERICAN ECLIPSES SEEN SINCE 1800.

Peak in its appalling but magnificent onward rush. From that superb vantage-point, over 14,000 feet in air, the observers noted the tremendous onrush of the shadow, and involuntarily bent away from the black wall, though knowing it but an intangible fate which seemed so relentlessly enveloping them; and there the great outer streamers of the sun's corona were for the first time discovered, extending more than 11,000,000 miles into space, so faint as to be almost beyond the reach of photographic capture, but no less well defined and full of mysteriously cosmic significance.

"Again, in 1889, on New Year's Day, the friendly sun was once more eaten by the great monster Rahu, his temporary annihilation witnessed along a line crossing California and extending to Manitoba."

ADVANCES OF ASTRONOMICAL SCIENCE.

"The subject of total solar eclipses is a fascinating one; and hardly any study compares, in intense human as well as celestial interest, with tracing the history of these spectacular occasions, beginning with the famous one in 2158 B.C., when an eclipse suddenly appearing in China, the Emperor demanded of two unhappy ministers, Ho and Hi, why he was not informed of its coming. Receiving no satisfactory answer, he immediately had the heads of the unfortunate courtiers struck off, thus illustrating the danger of allowing eclipses to spring upon monarchs unawares. The picturesque prediction of a solar darkening in 538 B.C., like ours on the 28th of May, by Thales, when two contending armies were brought to sudden halt by its impressive influence, and a peace was at once declared cemented by two marriages; that of 1780, when America sent her first eclipse expedition, two professors from Harvard, to Penobscot, the wonderful occasion in 1806,—all these were but the prelude to the great spectacular drama of eclipses, of which the scientific golden age began in 1842, when, in France, even soldiers and ignorant peasants were deeply affected by the sublime sight. Since then specialized study has constantly increased. In 1851 methodical observation began in earnest, and the earliest photograph of a total eclipse was made on this occasion. Since 1860, when photography was first systematically employed, the strides have been constant and amazing toward that paradoxical study of the sun when the sun is hidden, characteristic of our closing and divinely interrogative century."

For the purpose of observing the eclipse of May 28, Professor Todd established himself, with a fine collection of instruments, in Tripoli, which offers inducements of greater dryness than other spots.

THE LESSONS OF EXHIBITIONS.

TO the *Fortnightly Review* for May, Mr. F. G. Aflalo contributes a paper on "The Promise of International Exhibitions," in which he maintains that exhibitions have utterly failed to fulfill their promise, and that, indeed, most of the benefits which they are supposed to confer do not exist.

EXHIBITIONS AND PEACE.

Of all the moral benefits of exhibitions the binding together of the nations in peaceful rivalry is the most frequently mentioned, and, according to Mr. Aflalo, with the best reason. It is quite evident that a country in the preparatory stage of exhibition-making will make a great many sacrifices to preserve peace. But no exhibition has done anything to guarantee peace after its conclusion. The exhibitions of 1862, of 1867, and of 1878 were all either preceded, accompanied, or followed by war.

EXHIBITIONS AND TRADE.

Trade, indeed, gains; but it is not the industry of the country which holds the exhibition, but that of her competitors. Mr. Aflalo holds that the loss of the present exhibition will be that of France alone, even if its immediate result should be a considerable surplus:

"Who that remembers previous Paris exhibitions can overlook the immense preponderance given to French exhibits? I do not want to be misunderstood. From the standpoint of the commercial visitor, who goes to learn, this is as it should be. The loss is that of France herself. The selected foreign exhibits, instead of showing her the dangers of competition, come humbly, as vassals to a court, to do homage before her unveiled splendor, but also to learn the secrets of her beauty. Learning nothing, she teaches the stranger within her gates of her resources. There is not, in fact, the equality in these collections that would put the world's great cities on one footing and enable self-analysis or comparison from without. These Paris exhibitions resolve themselves into so many demonstrations on the part of the least tottering of the Latin nations—a continuous protest against the waxing might of the rival stock. Even considerations of a political nature prejudice the value of any serious attempt to equate the exhibitors of the world on the basis of their exhibits; since Germany, which is this year to exhibit in lavish style, was unrepresented in both 1878 and 1889 by so much as a cheap knife."

NO INDUSTRIAL PROFIT.

The English Fisheries Exhibition of 1883 is quoted by Mr. Aflalo as a case of financial suc-

cess, but industrial impotence. It produced a considerable surplus. But he holds that the result of the exhibit of foreign improvements in fishing was absolutely *nil* on England's own fishing class. In 1878 the Society of Arts sent 200 working men to Paris, and a valuable report was compiled from their experience; but everything it contained was obtained outside the exhibition, in the shops and factories of Paris, and might have been done equally well in any ordinary year. It must be acknowledged that people, as a rule, do not attend immense exhibitions with a serious purpose of studying along any particular line, but that they go mostly for pleasure. In this age of travel and telegraphy, even the non-commercial reader is already aware of the natural products of every corner of the earth, of the industrial standing of the nations, of the weakness of the strong, and of the strength of the weak.

THE DEMORALIZATION OF PRIZES.

Of the stimulating influence of the prize system, Mr. Aflalo is equally skeptical. He thinks it would be better to pass the claim over in discreet silence—"for there would have been no need, had such challenge not compelled, to recall all the very degrading claims and counter-claims, the open charges of bribery, and undue influence. The main objection, however, to the great exhibitors themselves being judges is that it unfairly debars them from competing. Yet the whole system has in it something rotten. That the great function of any exhibition, viewed from the standpoint of the exhibitor, is to advertise those who lend it their support, is a thesis that it would be worth no one's while seriously to contest. Nor against such purpose have I any prudish desire to protest. Journals that strive honestly to raise the moral tone of the masses have before now paid dividends out of the advertisements of usurers and turf-agents. This may be a regrettable necessity, but it cannot for one moment be rationally regarded as affecting the moral standing of their articles. It would in analogous case be absurd to condemn exhibitions on no better ground than the incidental uses to which those who guarantee the deficit may quite legitimately put them. Unfortunately, however, the greed of advertisement transcends the period of the exhibition itself, and there must needs be prize awards and diplomas of merit to keep alive the more ephemeral glories. Then follow insinuations of petty injustices, and of others less petty, with undignified recrimination that may survive the exhibition by months. If it is impossible to conceive of exhibitions getting the necessary support at their inception without some inducement of this nature

to attract competing firms from all parts of the world, then these prize awards constitute anything rather than praise of such gatherings. Nor does it suffice that these shows advertise their clients. They must also be huge marts, wherein the exhibitors are, under the peculiarly advantageous conditions of their tenure, enabled to undersell the ordinary retail traders of the town and to compete very seriously with them at the finest and busiest season of the year. The petty drawbacks, even from the standpoint of the exhibitors themselves, are innumerable. Competition will not allow them to stay away, as many among them would prefer, so they have to exhibit, for the benefit of rival manufacturers, methods that would otherwise have been kept from all eyes but those of their own customers."

COLORED LACE: A NEW INDUSTRY.

FEW subjects are more fascinating to the feminine mind than lace, and it is therefore pretty safe to predict a considerable success for M. Engerand's article, in the first April number of the *Revue des Deux Mondes*, on "The Lace Industry of Normandy."

He begins by telling us that this industry was for a long time the most flourishing in Lower Normandy, especially in the Department of Calvados, where, as far back as 1851, 50,000 lace-makers were employed. Pay ranged high; children made from 10 cents to 15 cents a day, while the average of the working-women made 40 cents, and there were some who attained to 60 cents, 80 cents, and even \$1 a day. From these figures it follows that in this one department the lace industry brought not far short of \$2,500,000 a year. In addition to this material advantage, the industry has an excellent social effect. It does not necessitate the separation of the worker from her family; entails no excessive fatigue; can be done anywhere, whether in the house or in the garden, according to the time of year; and can be practiced from childhood up to old age. The best of the Norman lace-workers are from 60 to 80 years old, and M. Engerand has seen nonagenarians whose work showed no falling off in beauty and accuracy. Altogether, it would be difficult to imagine a more convenient kind of industry, embracing as it does youth, middle life, and age. Moreover, it is an occupation which can be dropped without loss—at the time of harvest, for example, and then resumed during the long winter months.

A CRISIS IN THE INDUSTRY.

In view of all this, it is particularly distressing to learn that the industry has undergone a most severe crisis; and it is, says M. Engerand, an

extraordinary testimony to the force of habit and the persistence of tradition that there are still any lace-makers left in Normandy. There are hardly a thousand left in Calvados who have regular employment, and the wages have fallen considerably; even the cleverest can only make a franc by working 12 or 13 hours a day. Before the war, there were in this department some 50 lace-houses, employing a regular army of workers; but now there are only three or four firms left.

What are the causes of this extraordinary failure? Chief of all are the competition of machine-work and the triumph of imitation; and M. Engerand asks whether this brutal invasion of machinery in the domain of art is not a sort of sacrilege? A single machine can make in ten minutes as much lace as a clever lace-maker can make in six months, working 12 hours a day. Mechanical competition, however, is not the only cause. Imitation lace has existed ever since 1839, and even under the second empire the output of it was considerable, although that was also the period when hand-made lace was most prosperous. M. Engerand cites another factor—namely, the change in fashion and the vulgarization of dress under the influence of modern ideas of equality and democracy. Hand made lace must always be a luxury for the well-to do, and there must be fairly numerous occasions on which it may be worn. Obviously a monarchy affords these occasions, while a republic lacks them. The effect of the absence of a court in France is largely to throw the direction of the fashion into the hands of the actresses, and this has an unfortunate effect upon artistic dress. Why should an actress buy handsome lace at all? Her toilette is only to be seen at some little distance, at which an imitation looks quite as well as the real. Moreover, the fashions now change much more quickly than they did, and real lace is too expensive to be worn for a season and then thrown aside.

THE REMEDIES.

The situation requires much tact. Obviously such a remedy as a trade-union of lace-workers formed to obtain a rise of wages would complete the ruin of the industry. Moreover, it is clear that, as lace-making is so slow, the finished article must command a high price if the worker is to be properly remunerated; but people will not pay a high price, unless they get in exchange a really remarkable and precious object. Consequently, hand-made lace must be a real work of art; and this has, perhaps, not been sufficiently realized by those who have embarked their capital in this industry.

M. Engerand suggests that the new parti-col-

ored lace of Courseulles-sur-Mer, in the department of Calvados, will afford a solution of this difficulty. As is well known, lace has hitherto been produced by complicated crossings of threads all of the same color; but in this new invention of MM. Georges Robert and Félix Aubert silks of varied colors are employed, which afford an opportunity to the individual worker of displaying her taste and her decorative instinct. There is a certain severity and monotony about the old plain laces; but this new colored kind is full of charm and variety, and is capable of the greatest artistic development. It seems as if this work could never be imitated by any machine, however ingenious, for the intelligence and skill of the individual worker are required at every turn. This is notably the case in the selection of the silks; the decomposing action of light has to be continually kept in mind, and the combination of delicate *nuances* of color gives much greater scope for taste and skill than the old plain hand-made lace. Thus, to make up a durable green, the worker must use three different shades; while for violet it is necessary to combine the ordinary violet with a reddish and a whitish tint of the same color. The greater difficulty of the work may be estimated when it is explained that even the breath of the worker might spoil a delicate piece, and an error which would be of little or no consequence in ordinary lace is fatal in this new kind. Lace-makers who are capable of working in colors are comparatively rare, and they can command quite 50 per cent. more wages—an increase which they certainly earn.

OTHER MEANS OF SALVATION.

The essential thing is to find something which is at once a novelty and full of artistic merit. The crisis in the lace industry, he says, has not been confined to France. In Italy it underwent in the seventies a serious check, and then the usefulness of a monarchy was demonstrated; for the Queen made hand-made lace fashionable, and the condition of the workers instantly improved. In Austria, too, much the same thing happened. The late and deeply lamented Empress put herself at the head of a movement for the encouragement of hand-made lace, and schools were established all over the empire for teaching the art. The result was magnificent, and the wealthy Austrian aristocracy made it a point of honor to wear only these beautiful and expensive products of individual industry. M. Engerand relegates to a footnote the successful efforts made by Queen Victoria to revive the Honiton lace industry in England. As regards France, he recommends the creation in Paris of a central committee to foster the hand-made lace industry.

THE TWELFTH CENSUS.

FREDERICK H. WINES, Assistant Director of the Census Bureau, tells, in the June *Munsey's*, a great many interesting facts about the taking of the census of 1900—an operation which will begin on the very day when this issue sees the light. Mr. Wines first of all corrects the impression that, when the gatherers of statistics begin to come around, the census has begun: "As a matter of fact, at that time the twelfth census of the United States will be entering on the second stage of its progress towards completion. The first stage, that of organization and preparation, began more than a year ago—in fact, as soon as the director of the census was appointed."

"The census, in its essentials, is simply a great publishing enterprise. The publisher is the United States Government, and the publication is one of vast proportions. The data which it is to contain are to be drawn from nearly 4,000,000 square miles of the earth's surface. To collect it will require the services of some 40,000 men.

"At the central office in Washington, a force numbering upward of 300,000 will be employed in compiling, editing, and arranging these data; or, in other words, in 'preparing the 'copy' for the dozens of large volumes which are to contain the results of the enumeration.

"Looked at in this light, the census enumeration is purely a business undertaking. It is so regarded and administered by the director and his associates. It is, moreover, an enterprise of vast scope and requiring thorough and extensive organization. Clerks, enumerators, and superintendents must be carefully instructed and thoroughly drilled in their respective duties, if the work is to run smoothly to a prompt and successful completion. This is the consideration which the census officials have had constantly in mind in making their preparations." In the Eleventh Census, the final volume of the report on population was not off the press until seven years after the beginning of the work; while the last volume of the census of 1880 did not come out until 1889!

Congress, however, has expressly stipulated that the four principal reports—those on population, mortality, manufactures, and agriculture—of the Twelfth Census must be out by July 1, 1902, so there is a formidable problem before the director and his army of assistants.

HOW THE INFORMATION IS COLLECTED.

"The actual work of the census divides itself into two parts—collecting the information and compiling it for publication. For the former purpose, something like 40,000 enumerators will be employed. It will be their duty to visit every

family in the country and to obtain the answers to a set of specified questions regarding every resident. They will gather all the information relating to the subject of population, except that concerning persons in public institutions, where special enumerators will be appointed from among the officials of the establishments.

"The data relating to manufactures and mechanical industries will be gathered by special agents, whose work will be of a higher grade, and will receive more liberal pay than that of the enumerators.

"The third method of gathering information will be by correspondence, and the examination of printed documents of all kinds. This will be carried on in the central office."

These enumerators have been chosen with the utmost care, since on their accuracy depends the trustworthiness of the census, and each of them receives, for his two or three weeks' work, from \$50 to \$150.

TABULATION OF FACTS.

"In compiling the results of the enumeration, every person in the United States will be represented by a card. The facts recorded concerning each person are shown by holes punched in the cards. Experience has shown that the average number of records that can be transferred from the schedules to the punch-cards by each clerk in one day is 700. It is the intention of the census authorities, as soon as the schedules are received, to set 1,000 clerks at work with the punching-machines. This will mean something like 700,000 punched cards per day, and should exhaust the entire number of 70,000,000, or thereabouts, in approximately 100 working days. Of course, delays may occur which will require it to occupy a little longer time than this."

These cards are run through 140 electric tabulating-machines, each one capable of taking the information from 5,000 cards a day. From them 1,000 clerks and copyists prepare the "copy" for the printers.

COST OF THE CENSUS.

"It is impossible to estimate beforehand the outlay involved in taking the census. The salaries of the 3,000 clerks in Washington will amount to nearly \$3,000,000 per year. The pay of the enumerators will foot up \$5,000,000, or more. Add to this the expense of publishing the reports, the cost of materials, and the pay of special agents, and it seems likely that, with the most economical administration, it will cost us upwards of \$15,000,000 to learn how great we have become."

THE PRESIDENT'S RIGHT OF REMOVAL.

THE opening article in the June *Atlantic* is the first of ex-President Cleveland's papers on "The Independence of the Executive," from the addresses delivered by him at Princeton University in April.

Mr. Cleveland traces the formation of the Confederacy of the Thirteen States and the growth of those articles in our Constitution regarding the Executive. The Presidency, he says, is "pre-eminently the people's office."

"I mean that it is especially the office of the people as individuals, and in no general, local, or other combination, but each standing on the firm footing of manhood and American citizenship. The laws passed by Congress are inert and vain without executive impulse; and the federal courts pass upon the right of the citizen only when their aid is occasionally invoked; but under the constitutional mandate that the President 'shall take care that the laws be faithfully executed,' every citizen, in the day or in the night, at home or abroad, is constantly within the protection and restraint of the executive power—none so lowly as to be beneath its scrupulous care, and none so great and powerful as to be beyond its restraining force."

In spite of this fact, it was seriously proposed by the deliberating representatives, with the king's tyranny hot in their minds, that the President should be elected by Congress. With the remembrance of the dread of a too strong executive in mind, it is noteworthy that, when the debate of 1789 brought up the question of the President's power of removal, a decided majority of the House agreed that he should have this right—many holding that the Constitution's direct implication already conferred it on him. The bill which finally passed both House and Senate was so worded that it was "universally acknowledged to be a distinct and unequivocal declaration that, under the Constitution, the right of removal was conferred upon the President."

"OFFENSIVE PARTISANSHIP" IN 1886.

"This was in 1789. In 1886, ninety-seven years afterwards, this question was again raised in a sharp contention between the Senate and the President. In the meantime, as was quite natural, perhaps, partisanship had grown more pronounced and bitter, and it was at that particular time by no means softened by the fact that the party that had become habituated to power by twenty-four years of substantial control of the Government was obliged, on the 4th of March, 1885, to make way in the executive office for a President elected by the opposite party. He came into office fully pledged to the letter of

civil-service reform; and passing beyond the letter of the law on that subject, he had said: 'There is a class of government positions which are not within the letter of the civil-service statute, but which are so disconnected with the policy of an administration, that the removal therefrom of present incumbents, in my opinion, should not be made during the terms for which they were appointed, solely on partisan grounds, and for the purpose of putting in their places those who are in political accord with the appointing power.' . . . The declaration which I have quoted was, however, immediately followed by an important qualification, in these terms: 'But many men holding such positions have forfeited all just claim to retention, because they have used their places for party purposes, in disregard of their duty to the people; and because, instead of being decent public servants, they have proved themselves offensive partisans and unscrupulous manipulators of local party management.'

"These pledges were not made without a full appreciation of the difficulties and perplexities that would follow in their train. It was anticipated that party associates would expect, notwithstanding executive pledges made in advance, that there would be a speedy and liberal distribution among them of the offices from which they had been inexorably excluded for nearly a quarter of a century. It was plainly seen that many party friends would be disappointed; that personal friends would be alienated; and that the charge of ingratitude, the most distressing and painful of all accusations, would find abundant voice. Nor were the difficulties overlooked that would sometimes accompany a consistent and just attempt to determine the cases in which incumbents in office had forfeited their claim to retention. That such cases were numerous no one, with the slightest claim to sincerity, could for a moment deny.

"With all these things in full view, and with an alternative of escape in sight through an evasion of pledges, it was stubbornly determined that the practical enforcement of the principles involved was worth all the sacrifices which were anticipated. And while it was not expected that the Senate, which was the only stronghold left to the party politically opposed to the President, was to contribute an ugly dispute to a situation already sufficiently troublesome, I was in a position to say that even such a contingency, if then made manifest, would be contemplated with all possible fortitude."

THE TENURE-OF-OFFICE ACT.

Mr. Cleveland next summarizes the causes and results of the Tenure-of-Office Act, passed in

1867, for the express purpose of preventing President Johnson from making removals during the bitter quarrel that raged between him and Congress. This radical law was virtually nullified by the act of 1869; and although President Grant objected strenuously to the law, even as left by this statute, as "being inconsistent with a faithful and efficient administration of the Government," the fact that he made six hundred and eighty removals or suspensions in the first seven weeks succeeding his inauguration, and also that he never subsequently recommended the repeal of the law, shows that it did not hamper him—indeed, "that at no time since its enactment has its existence been permitted to embarrass executive action prior to the inauguration of a Democratic President politically opposed to the majority in control of the Senate."

The more specific discussion of the events of Mr. Cleveland's own administration is reserved for the concluding paper, which is to appear in the next issue.

WHAT KIND OF A SOVEREIGN IS QUEEN VICTORIA?

"THE Queen reigns, but does not rule," says Mr. William T. Stead, in the June *Cosmopolitan*: "Constitutional monarchy reduces the element of personal sovereignty to a minimum. For two hundred years, no British monarch has ventured to refuse to accept every law passed by both houses of Parliament. The Queen is as much bound to obey the law as the meanest of her subjects. She cannot interfere with the courts of justice, great or small. On the advice of the home secretary, she can exercise the royal prerogative of mercy; but as the home secretary must approve, even this lingering remnant of royal power is more of a shadow than a substance. Everything is done in her name; but the whole authority nominally vested in the Crown is really exercised by ministers who are absolutely dependent for their continuance in office from day to day upon the support of a majority of the House of Commons. These constitutional truisms lead many people to imagine that, as the Queen has no authority, she is therefore of no account. They could not make a greater mistake. The Queen has no power by virtue of her throne; but she has immense influence, owing to the opportunity which her position gives her, of counseling, persuading, and sometimes even coercing, her ministers to adopt her view of a question. Owing to her unique experience, her extraordinary memory, and her keen interest in all affairs of state, Queen Victoria is probably more influential than any of her subjects, not excluding either her prime minister

or her colonial secretary. She has become the balance-wheel of the Constitution. This extraordinary position is due solely to her personal qualities and the use she has made of her unique opportunities."

After giving some "inside history," in the shape of stories, telling how the Queen really forced Mr. Gladstone and the cabinet, in the face of the evident mandate of the country, to cause the evacuation of Candahar by the British troops, and how consistent and powerful has been her influence for peace in South Africa, Mr. Stead sums up as follows:

"I venture to submit that, although I have made no attempt to claim for the Queen the possession of infallible wisdom or of political sagacity beyond that of other mortals, I may modestly claim to have shown that the Queen is a sovereign who brings, to the discharge of the responsible duties of her exalted position, a keen political instinct which, combined with a deep sense of her obligations, impels her to take an active part in the handling of all the great questions of state. Anything farther removed than the Queen from a mere royal puppet, immersed in trivialities of etiquette and pageantry, can hardly be imagined. She may not be, as the present Czar affirmed, 'the greatest statesman in Europe;' but, among all contemporary sovereigns and statesmen, you may search in vain for any one who possesses to the same extent immense experience, unflinching memory, steady judgment, unwearying industry, and intense consciousness of personal responsibility. These qualities, combined in Queen Victoria, have given her a position of influence in the British Empire of to-day which, although purely personal, could never have been wielded by any woman if she had not inherited a throne."

THE MUNICIPAL VOTERS' LEAGUE OF CHICAGO.

MR. EDWIN BURRITT SMITH gives, in the *Atlantic* for June, an account of the work for municipal reform now going on in Chicago, under the leadership of the Municipal Voters' League. The league was formed in January, 1896, when the city government had "touched bottom," 58 of its 68 aldermen being organized into a "gang" for the service and blackmail of great corporations, and three-fourths of the voters being of foreign birth or parentage and apparently inaccessible to reform. Two representative citizens met together to decide what was to be done; the outgrowth of this was the Municipal Voters' League of 100 members, which met but twice, appointing a small executive committee, and giving it power to perpetuate itself.

"The executive committee is composed of nine members. The terms of one-third of these expire each year. Their successors are elected by those holding over. The committee selects the officers from its own membership. Their duties as officers are administrative, no final action being taken without the vote of the committee. Advisory committees, of from one to five members, are appointed in the wards. Their duties are to furnish information and advice, especially when called for, and on occasion as directed to start movements for the nomination of independent candidates."

"The general membership of the league is composed of voters, who sign cards expressing approval of its purposes and methods. No general meetings of the members are held; but circular letters advising those in a given ward of the local situation are frequently mailed during aldermanic campaigns to secure a wide coöperation. At the opening of its second campaign, the league mailed a pamphlet to every registered voter in the city, giving the history for some years of franchise legislation by the council, with a full report on the records of retiring members."

WHAT THE LEAGUE HAS DONE.

The net results of the league's five campaigns, in the face of most powerful opposing influences, are decidedly encouraging:

"Of the 58 'gang' members of 1895, but four are now in the council. The 'honest minority' of 10 of 1895 became a two-thirds majority in 1899. The quality of the membership has steadily improved. Each year it is found easier to secure good candidates. To-day the council contains many men of character and force. A considerable number of prominent citizens have become members. The council is organized on a non-partisan basis, the good men of both parties being in charge of all the committees. It is steadily becoming more efficient. No general 'boodle ordinance' has passed over the mayor's veto since the first election in which the league participated. Public despair has given place to general confidence in the early redemption of the council. It is no longer a good investment for public service corporations to expend large sums to secure the reelection of notorious boodlers. It is no longer profitable to pay large amounts to secure membership in a body in which 'aldermanic business' has ceased to be good. It is now an honor to be a member of the Chicago Council. Any capable member may easily acquire an honorable city reputation in a single term of service."

THE NEW SLAVERY QUESTION.

IN the *May Forum*, Dr. Henry O. Dwight, whose residence in Mohammedan countries qualifies him to speak with authority on the subject, treats of the slavery question in Sulu under the title of "Uncle Sam's Legacy of Slaves."

Dr. Dwight shows that the system of slavery is deeply rooted in the traditions of all Mohammedan peoples, and he shows how difficult it is to make headway against the institution as established among those peoples. He says:

"Our arguments on the injustice of slavery, or our proofs of its ruinous effects upon the people who maintain it, cannot even be heard by Mohammedans. We may by force stop slave-raiding in Sulu; and the Moros will admit that we have the right to do so, as we have the right to stop other forms of war, if we have the power. But any attempt to release by force, from the houses of the people, slaves whom these Mohammedans have obtained in regular conformity to their religious law, and who form part of the family life which that law has consecrated, would be an attack upon the Mohammedan religion itself, to be resisted with the fiercest wrath of fanaticism by a general appeal to arms, whether made in Central Africa, in Turkey, or in the Sulu Islands."

THE NATURE OF MOHAMMEDAN SLAVERY.

"Clearly, then, a large army will be needed if we seek to coerce the Moros into freeing the slaves now in their hands. But some who have had dealings with the Moros say that all this anxiety to clear ourselves from reproach is needless. Mohammedan slavery is not slavery as we understand it. Much can be said in favor of this opinion. Glimpses of slavery in Mohammedan lands are far from repellent. I once asked a Turkish friend with whom I was walking to point out to me some specimens of slaves in the crowd on the streets. We met a party of veiled Turkish women. Walking behind them was a girl of ten, plainly but comfortably dressed, and carrying a bundle wrapped in an embroidered cloth. The bundle was so large that the slender little arms could hardly encircle it, and there was a sense of relief when the ladies hailed a cab, and entered it—little girl, big bundle, and all. 'That little girl is a slave,' said my friend. 'It is the cheapest way of getting help for the house. She is treated almost like a daughter; does what work she can about the house; carries parcels in the street; runs errands to the baker and the grocer, and goes to school when she has nothing else to do. Her work pays for her keep; and when she has grown there is sure to be some one willing to buy her.' The lot of that little slave

was certainly better than that of many a child of the slums in our cities.

"A carriage came whirling by, drawn by a pair of noble horses, and with two servants riding on horseback behind. It stopped a little in front of us. The coachman leaped to the ground, and the servants hastily dismounted, one of them opening the door of the carriage. A negro stepped out and passed into a shop, profoundly saluted by passers in the street as well as by the three servants. He was black as ebony, with very high cheek-bones, very small eyes, and very thick lips. But he was tall, and held his head like a field-marshal. 'That man is a slave,' said my friend. 'Which one?' I asked, looking from one to the other of the three servants. 'Why, the negro who came in the carriage,' said my friend. 'These fellows are his servants, but he himself belongs to some very high personage, and has charge of the women; probably he is chief of the slaves in some very great house.' One cannot find much to pity in the lot of a slave who rides about in his coach."

WHAT CAN UNCLE SAM DO?

It must not be inferred, from the paragraphs just quoted, that Dr. Dwight has blinded himself to the harshness and injustice of Mohammedan slavery, especially in its dealings with women. On the contrary, he exposes unsparingly "its heartless disregard of the most sacred feelings and rights of women." While he believes that Sulu slavery has alleviations never found in the system as it formerly existed in Christendom, still he considers it "at best a slightly modified form of a well-known wrong too criminal to be ignored." How shall we deal with this evil? Dr. Dwight does not outline any policy, but he concludes his article with a suggestion:

"The Moros are a people apart, not as yet amenable to influences which will weigh with other inhabitants of the Philippines. Let them be treated as such. Let the Sulu Islands be classed in the same category as our Indian reservations, to be surrounded by a wall of steel for the safety of neighboring peoples, but to be managed internally by their own chiefs under existing laws and usages. Such a course would accord with the views of General Bates, with the policy of the Spaniards, and especially with the expectations of the Moros themselves. But—and this is important if our consciences are not to be burdened by the acts of these people—until some such system of moral quarantine has educated them to new ideas of justice and equity, let not these tribes be employed (as possibly they have been used in Mindanao) to apply their peculiar methods to the subjugation of insurgents."

THE FIRST WORLD-CONQUEROR.

IN *Ainslee's Magazine* for May, Mr. Theodore Waters gives an interesting account of the excavations made on the site of ancient Nippur—the "Calneh in the land of Shinar" of Genesis—in Mesopotamia, under the auspices of the University of Pennsylvania. These excavations have been ten years in progress—for the first two years under the direction of the Rev. John P. Peters, and since then of Prof. H. V. Hilprecht and J. H. Haynes.

Some notion of the nature and importance of the discoveries that have resulted from the excavations at Nippur is conveyed by the following paragraphs from Mr. Waters' article:

"Professor Hilprecht has been constantly finding fragments of tablets, of vases, of urns, of sarcophagi, etc., each fragment inscribed with some enlightening fact, or perhaps with some puzzling statement, the meaning of which was not ascertained until later. He was able, at times, to corroborate many historical statements concerning kings before Christ, and at others to fill completely many gaps in the long line of succession, until they traced back to the days of Ur-Gur, 2800 B.C., Narim Sin and his father, Sargon I., 3800 B.C., and to fifteen kings who lived previous to Sargon. It was in the temple area that the fragmentary evidence of these rulers was found. The temple was the Temple of Bel, or Inlil, around which the religion of Nippur had centered. It is curious, however, that in the three or four strata marked by the successive platforms of the temple everything was in such a fragmentary condition. It was some time before the investigators succeeded in learning that this damage was the result of a raid by the Elimites, who came down from the north about 2200 B.C. and sacked Nippur. They carried away to Elim every article of value which they could take. What they could not take they broke into pieces and scattered. The proof of this is that some of the spoil of this ancient raid is to-day being dug up on the site of old Susa.

"Among the fragments of pre-Sargonic times is one which told of a king, Enshagshurana, and his achievements in defending Kengi from the enmity of the city of Kish. The significance of this and other fragments of similar character, however, was never realized so much as when they were collated with that great find which revealed the existence of one of the greatest men of ancient time—King Lugalzaggisi, the conqueror of the world. The fragments were found in the sanctuary of the temple. The fragments were parts of vases scattered and broken, sometimes into the very smallest of pieces. But when properly placed together they revealed the

longest inscription yet deciphered concerning the fourth and fifth millenniums, B.C."

This inscription was restored by Professor Hilprecht from 88 fragments of 64 different vases. Professor Hilprecht has said that the work was just as much a mathematical task as it was a palæographical and philological problem. On the basis of palæographical evidence 150 pieces were selected out of a heap of 600 fragments and particles. Professor Hilprecht then succeeded in placing five fragments together. By this means he obtained the beginning and ends of each column. It remained to arrange the little fragments and determine their exact position. In many cases there were only a few traces of the original characters left to guide in the work of reconstruction.

A DOCUMENT 7,000 YEARS OLD.

"This document is perhaps the most wonderful in existence. Certainly it is the oldest of any length; and, taken in connection with other fragments of the time, it tells a marvelous story of human life as it existed between six and seven thousand years ago. Here it is briefly, as compiled from the findings of Professor Hilprecht:

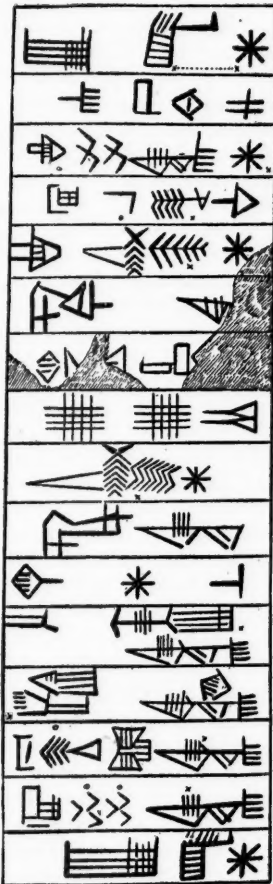
"The first king of whom there is any record was Enshagshurana, lord of Kengi. Kengi was the ancient name of Babylonia. It signified 'Land of the Canals and Reeds,' so that the general character of the country at least must then have been very similar to that of the present time. Kengi was then in an advanced state of civilization, and was inhabited partly by Semites

and partly by Sumerians. The Sumerians were the cultured class. In a manner they were to the Semites what the Greeks were to the Romans, but the cultural difference was greater, perhaps. The capital of this early kingdom is not yet known, though in all probability it was the city of Erech (Gen. x. 10). But the religious center of Kengi was the temple of the god Bel, or Inlil, in Nippur, which was Calneh. Nippur was under the especial care of the kings of Kengi, each of whom was called a *patesi*—a title which signified that the king was great, sovereign, lord of the temple, and chief servant of its god. "*Patesi-gal-Inlil*, or Great Priest-King of Bel," meant that the king was ruler by divine right. Other temples had their *patesis*, who were not kings, but who enjoyed privileges which virtually made them rulers of the cities and towns in which the temples were located.

"At this early time Kengi was greatly harassed by the people of Kish, a nearby city. Kish enjoyed a cult of its own, and its *patesi* was an ambitious man, who desired to extend his influence outside of his own city or kingdom. Nearly every city was a kingdom in those days. Kish lay in the north of Kengi, and the people of the latter place called it *gul shag*; that is, "wicked of heart," and *ga gull*, or "teeming with wickedness." Once, indeed, Utug, the *patesi* of Kish, encroached so far on Babylonia or Kengi that he obtained possession of Nippur, for there is a record showing that he presented a large sandstone vase to the god Bel, in the temple of Nippur. But vase fragments have been found on which was recorded the fact that Enshagshurana, that most ancient king, marched against Kish with an army, and defeated its *patesi*. The spoil of this expedition was presented to Bel, the god of Nippur. Later on, another king of Kengi marched against Kish, and not only invested the city, but captured its ruler, En Bildar, carrying home victoriously "his statue, his shining silver, the utensils, his property," and depositing them in the temple of Bel. But this success of the Sumerians, who were the natural rulers of Kengi, was evidently short-lived; for presently another king of Kish, Ur-Shulpauddu, is found to have offered several inscribed vases in the temple of Nippur to Inlil, lord of lands, and to Ninlil, mistress of heaven and earth, consort to Inlil.

NORTHERN HORDES.

"It is quite evident, from the inscriptions, that Babylonia, or Kengi, was being steadily encroached upon by the foreign hordes who dwelt to the north. The Sumerians represented the culture of the world, and Kengi was their ancestral home. How far back into the past



Courtesy of Ainslee's Magazine.

THE OLDEST DOCUMENT IN THE WORLD.

King Lugalzaggisi's account of his triumphs.

their civilization extended is, of course, unknown; but it was very old, even at that time, for they had already apparently reached that stage of martial enervation which seems to have been the fate of most advanced civilizations. The invaders, on the other hand, were Semites, and they carried on their conquests with the vigor of a younger nation. Kish, which originally formed part of Kengi, became their most southerly outpost, and from it they sapped the strength of the Sumerian civilization. The victory of Ur-Shulpauddu was apparently complete; but, whether it was shortly wrested from him, or whether he ruled a long time, the fragmentary record does not reveal. Perhaps the end of the Sumerian supremacy was inevitable; for at last, when the moment for their suppression was at hand, Lugalzaggisi appeared.

"Lugalzaggisi was the son of Ukush, *patesi* of gish-Ban, or, as it is written in the Scriptures, Haran (Gen. xii. 4), and he was the chief commander of the invading army. He was the Alexander of the time, sweeping everything before him, from the Mediterranean Sea to the Persian Gulf—a remarkable corroboration of the historical certainty of many of the facts recorded in Genesis. Negative critics have endeavored to resolve the account of the four Eastern kings who marched against the kings of Palestine into a myth. They contend that an invasion of such proportions as is mentioned in Gen. xiv. would have been impossible in Abraham's time. Yet Lugalzaggisi (4500 B.C.), who lived 2,500 years before the time of Abraham, says in his inscriptions that he had extended this conquest to the Mediterranean. It might also be said, in passing, that Sargon (3800 B.C.), who flourished long after Lugalzaggisi, and yet long before Abraham (2100 B.C. or thereabouts), left inscriptions which show that he carried on four campaigns to the Mediterranean, until at last he subdued the Amorites, of whom records have been found in Cyprus. Lugalzaggisi's inscriptions also tend to prove the biblical statement that the Semites came from the north to be correct, and that we must look for the origin of the race in Armenia. Ukush, the father of the world conqueror, and priest-king of Haran, was a Semite, as his name indicates.

"Lugalzaggisi made Erech (Gen. x. 10) the capital of his world.

"He can hardly have been the first Semite who adopted the Sumerian pantheon of gods and their whole religious cultus. The worship of Jehovah may have been generally supplanted by the Sumerian religion long before his time. However, the Semites appreciated the evidence of cultural difference between their own more or less barbarous habits and those of the Sumerians,

who were Hamitic; for they followed the traditions of the latter to such an extent that little or nothing of that which is purely Semitic has come down to us. In language, writing, manner of living, etc., Lugalzaggisi made the whole world Sumerian. Probably he raised the standard of the world higher in proportion to its previous condition than any ruler before or since—this, of course, with the single element of religion left out. He carved his achievements on vases of stone, and placed them in the sanctuary of the temple of Bel, where they remained intact until that famous Elimitic raid, when they were smashed into the fragments found and deciphered by Professor Hilprecht.

"The language used by the ancient king was even poetic:

"When Inlil, lord of the lands, invested Lugalzaggisi with the kingdom of the world; when he filled the lands with his renown and subdued the country from the rise of the sun to the setting of the sun,—at that time he straightened his path from the lower sea of the Tigris and Euphrates to the upper sea and granted him the dominion of everything from the rise of the sun to the setting of the sun, and caused the countries to dwell in peace.

"Yet after Lugalzaggisi died he was quickly forgotten. The Bible does not mention him, and Bible scholars heretofore have even spoken of Sargon, who built his temple on the ruins of Nippur after the lapse of thousands of years, as mythical."

THE NEW UNIVERSITY OF LONDON.

IT is a suggestive coincidence that the reconstitution of the British Empire now proceeding at so rapid a pace should synchronize with the municipal reconstitution of the metropolis of the empire and the formation of a real University of London. There seems to be, as there ought to be, a close if subtle connection between the imperial constitution, the imperial capital, and what one may hope will prove to be the imperial university. These are considerations which add to the interest of the article in the April *Quarterly Review* on the statutes and regulations made by the commissioners appointed under the University of London Act, 1900. The scheme is described as quite unique in the history of universities.

A TRI-PARTITE SENATE.

The senate is the supreme and governing executive. Besides the chancellor and chairman of convocation, and four members appointed by the Queen in Council, "the senate may be said to be composed approximately as to one-third of repre-

sentatives of institutions and corporations, as to one-third of representatives of the teachers, and as to one-third of representatives of the graduates." The first third mentioned is intended to include two members each from University and King's Colleges, two members each from the Royal Colleges of Physicians and Surgeons, four members from the four Inns of Court, and two from the Incorporated Law Society, three from the City and County Councils, one from the City and Guilds Institute.

THREE STANDING COMMITTEES.

There are three standing committees of the senate: the academic council, mainly composed of representatives of the teachers, and empowered to advise on all that pertains to the internal side; the council for external students, chiefly appointed by the graduates, to advise as to the external side (or side concerned with students examined as at present by the university, but not in attendance on its schools); and the board to promote the extension of university teaching.

EIGHT FACULTIES.

External to the senate, two classes of bodies are created:

"The leading teachers are arranged in faculties, which, in the language used in the commissioners' report, is understood as meaning a body of persons charged with the teaching of a group of subjects in the university. The faculties thus constituted are eight in number: theology, arts, laws, music, medicine, science, engineering, and economics and political science (including commerce and industry). But apart from the faculties, which deal generally with the groups of subjects in which the several degrees may be taken, boards are to be appointed to attend to the claims of each separate branch of study. These boards are to be composed of teachers and examiners."

TWENTY-FOUR SCHOOLS ADMITTED.

The senate will obtain reports on its associated schools; it may aid them with money grants; it may select from their teachers persons to teach under its own direct control. But "it has no power of interference in any matter other than the courses of study there provided for internal students." In all other matters these schools retain their autonomy:

"Twenty-four institutions are thus admitted. They are University and King's Colleges, London, in all the faculties in which they respectively afford instruction: five Nonconformist colleges in the neighborhood of London, together with a Church of England college at

Highbury, in the faculty of theology; the Royal Holloway College and Bedford College for Women, in the faculties of arts and science; the Royal College of Science, London, in the faculty of science, and in agriculture only, the college for that subject at Wye; the ten Metropolitan Medical Schools (other than those connected with University and King's Colleges), in the faculty of medicine; the Central Technical College at South Kensington, in the faculty of engineering; and the London School of Economics and Political Science, in the faculty so named. To these the senate may hereafter add such other institutions as may be deemed properly qualified."

FIVE HUNDRED TEACHERS.

Teachers belonging to other institutions, notably the polytechnics, may also be recognized, and matriculated students pursuing an approved course of study under them will be able to enter for internal degrees.

The commissioners have recognized, as teachers of the university, upward of 500 persons on the teaching staffs of various institutions within the appointed radius of 30 miles from the central office.

The "external" work of examining all comers will still go on; but it is expected that "with the increase of provincial and colonial universities the external students may tend to disappear."

The reviewer regrets that the Inns of Court have declined to enter the new university.

THE CRUCIFIXION AND EVOLUTION.

ONE of the most remarkable papers in the May magazines is the second part of Mr. Peyton's *Contemporary Review* paper on "The Crucifixion as an Evolutionary Force." It is an article full of suggestion, but it leaves upon the mind of the reader a somewhat confused impression. There is a certain mystical vagueness about his argument which, perhaps, was unavoidable; but it is a difficult paper to grasp, and still more difficult to summarize. Mr. Peyton's thesis is stated in the following sentence:

"The self-sacrifice of Christ, as transformed into a supersecular pressure, as a conditioning force of Western evolution, is literally unknown to historians, though indisputably it is a determining force of modern history."

In order to justify this contention, he passes in review the history of Christendom. He maintains that the real significance of the Reformation movement has been missed, and asserts that the key to the revolt against the Roman Church is to be found in the fact that "the men of the

day found a direct mode of correspondence with the crucified Christ for the reconciliation which is the imperial want in man."

FOUR STAGES OF THE CROSS.

Here is Mr. Peyton's survey of the influence of the crucifixion on the history of Christendom:

"The epochs of European history are presided over by this perception. *First*, there is the incandescent period, when this perception drew out the Christian society which has given distinction to all the centuries; *second*, there was the disappearance of Greek, Roman, and Teutonic civilizations, in which love was wanting; *third*, there came the reversion of the Middle Age, or, as Mr. Galton would call it, the regression to the mean or the average, when the sense of love was clouded and the death of Christ cast a dark shadow over sin and sorrow, and the lapsed faculty borrowed Hebrew and Greek elements and took the alcoholic stimulus of priest, sacrifice, ritual to come into the sanctuary of this love. The dead hand is always upon us. *Fourth*, came the revival of the Apostolic time, which we call the Reformation, which lay concealed in the majestic gloom of the Middle Age, which came to the surface in Waldenses and Lollards, but now conquered a wide area and recovered a clear sense of the unseen love, and went direct into the sanctuary."

OUR THREEFOLD HUNGER, STRUGGLE, LOVE.

Whatever foundation there may be for this theory, it is impossible to ignore that Mr. Peyton has a very effective way of putting his points:

"Darwin emphasized the struggle to live, the hunger for food, the love of self; and we know this sore travail of the creation as Darwinism. Drummond emphasized the struggle to get others to live, the hunger of sex, the love of others; and we shall know this ethical travail, now that Drummond is gone, as Drummondism. The same hunger, struggle, love are ordained to him; and to these is added the hunger for the infinite, the struggle to reconcile himself to the divine will, and the love of God. He is the complex, consummate, catholic creature, and communion with the Creator gives him his rank. Three hungers are ours—the hunger for bread, the hunger for sex, the hunger for the infinite; three struggles are ours—the struggle to live, the struggle to get others to live, the struggle to live in God; three loves are ours—the love of self, the love of others, the love of God. The death of Christ has composed them into a large unity, which gives character to the Christian centuries."

Mr. Peyton's paper is interesting, if only because it is a sign of the tendency to bring the

crucifixion once more into prominence. Hitherto the drift has been rather in the direction of the life than of the death of Christ.

NEW STUDIES OF PLANT GROWTH.

THE mechanism of plant adaptations is one of the most interesting subjects in biology, and some careful observations along this line are published by Dr. H. O. Juel, in the last number of the *Jahrbücher für Wissenschaftliche Botanik*. Some writers compare the way in which plants sense external conditions and respond to them, with similar sensations and responses in animals. It is as difficult to make a close distinction between them as it is to make a distinction between plants and animals that will hold in all cases, for the two great divisions of organic life have much in common, and if we are to accept the theories of the evolutionists, they are probably descended from a common ancestor, possessing many of the characteristics of both.

A child may reach for a rod and take hold of it, and a vine may swing its branches around until it comes in contact with the same rod, and twine its tendrils around it, doing essentially what the child has done; but as the child has a nervous system and intelligence, while the plant has neither, it is not easy to explain the relation between the two acts. These purposeful activities of the plant are called *tropisms*. There are a number of them, and they are of the greatest importance for the success of the plant as an individual.

By means of geotropism the plant grows root down, and leaves up in the air in response to the force of gravity; but if it is planted on a revolving wheel, where centrifugal force will annihilate gravity, it may be made to grow, in defiance of plant tenets, with its root in the air and its leaves down in the ground.

Certain plants have free-moving forms, called plasmodia, that will work their way along against a current of water; the network of fibers that makes up certain molds grows in the direction of a current, and roots of plants are also affected by the direction of a current of water coming in contact with them.

There are several tropisms to guide the seemingly insensate root in its blind wanderings through the soil. Geotropism, heliotropism, galvanotropism, the responses to gravity, light, and electric currents, are localized in the root-tip alone, and direct its growth down into the earth, and away from light, and electric currents when there are any. Active growth of the root takes place just above the tip; and in this zone are localized the centers of perception for hydro-

tropism, thermotropism, aërotropism, by means of which the root is guided to moisture, and away from heat and the air.

GROWTH OF SEEDS IN A CURRENT OF WATER.

Juel experimented on seedlings to find out whether the laws governing their growth compelled them to turn against a current or to grow in the same direction. He planted the seeds on pieces of cork placed on a wheel in such a way that they projected into the water, and allowed it to flow freely around the roots as they developed. The water was kept at a constant temperature (20° C.), and the apparatus was so arranged that the rapidity of the current could be varied at will. By fastening the seeds in a definite position, the amount of growth in any direction could be accurately determined, and as different parts of the root vary in function he also tried to find out in which part the susceptibility to a current of water was localized.

With slow-moving currents responses were uncertain, and no definite results were obtained, but he succeeded with more rapid currents. In one set of Indian-corn seedlings, the tip was cut off from part of the roots for about a millimeter and a half, while the others were left perfect. The uninjured roots turned against the current through an angle of from 50° to 65° in 24 hours, and those with root-tips cut off turned from 5° to 30° in the same length of time. Ten other sets, exposed to a more rapid current, turned through angles of from 30° to 70° in 22 hours, with from 30° to 40° for those with root-tips cut off.

On account of the turning of the roots from which the tips had been removed, Juel concludes that rheotropism, or the power to turn in response to the stimulus given by a current of water, must be located in the growing zone; and from the direction of the turning, it is evident that there is something in the nature of these roots that enables them to perceive the direction of the current, and to place themselves in a definite position with regard to it.

CRABS AND THEIR HABITS.

THE *Contemporary Review* for May contains a very interesting article by Mr. Matthias Dunn, on "Mimicry, and Other Habits of Crabs," in which he gives the fruit of some close personal observations. "Mimicry," in regard to crabs, is used to describe their habit of imitating their surroundings and simulating death where threatened by stronger foes. The whole of the crab race cling to this mimicry as the sheet-anchor of life, and when its many forms

fail they have no hesitation of pretending to be dead. On some parts of the coast of Cornwall is found a brown sand interspersed with white quartz pebbles, and the first act of crabs in the spring is to color their shells brown with white spots. Mr. Dunn confirms from personal observations that crabs are given to fishing for crabs, using their tails as bait; indeed, he has seen them in the act. Of the simulation of death by the shore-crab, he says:

"Their feigning death is often seen after a fight or struggle for life in which they have been badly worsted. This often happens when, after being caught in a shore-seine, all their efforts to escape have failed, and they are drawn in on the beach. Then their simulation of the end is almost perfect. This is also seen when they are fighting with the human hand, and are overcome. Then the assumption of death is their final act; sometimes it takes the form of rigidity of limbs, as if they were dying in a fit; and at other times a rag-like limpness, as if life were gone."

THE TIGER AMONG CRABS.

The velvet swimming crab is the fiercest of all the smaller crabs, and is not afraid to tackle the great crab, first eating out his eyes and then killing him. The presence of men, however, is dreaded by them:

"A malformed giant visiting the earth from one of the planets could not be more terrifying to us than man seems to be to these creatures. Their first act is to fight him or feign death in his presence. I have more than once watched their actions when a large stone has been quietly lifted off their resting-place. Instantly they are either glaring at the intruder with their nippers up for a fight, or they lie as quiet as the pebbles around them without moving a muscle. If taken in the hand they will sometimes allow their claws to be placed in any form without resistance; and even if put on the beach will keep their claws in the same form for a considerable time, as if they were really dead among the weeds: and yet all the while, from the angle of their eyes, it can be seen that they are intently watching their visitor."

LOBSTERS.

Lobsters are equally martial:

"It is nothing uncommon for fishermen, when drawing up their traps in the morning, to find the large claw of another lobster in the pot beside the prisoner; and there have been instances when three large claws have been found together under the above conditions, and a lobster with one arm, as a prisoner, showing that in a recent fight the victor had lost one, and the vanquished

both its arms. But these are only trifles compared with what the late Sir Isaac Coffin saw on the coast of Nova Scotia; for it is given, on his authority, that he once witnessed a terrible battle between two armies of lobsters, and that they fought with such fury that the shore was strewn with their claws."

They are not, however, cannibals, and evidently possess chivalrous instincts, for they never bite or strike below the head and claws. One of their dreadest enemies is the octopus.

HOW THEY ESCAPE.

"To evade them, the lobsters can, according to the grounds they are on, assume all the colors shading between a dark blue, through brown, to a whitish cream-color, mostly by a mottling process; and as in deep water the bottom is much spotted in some places with quantities of dead-white sea-shells and cream-colored corallines, the utility of these colors in this form, in the lobster, is apparent, as it puts them in harmony with the above conditions. Near the shore the umbrageous palm-like laminarian forests cover the dark rocky bottom; under this shade, at midday it is only twilight, and in the caverns and caves it has the darkness of night; here in the day their dark-blue color beautifully blends with their surroundings; and in the night we are certain they are safe from the eyes of their pursuers."

IRELAND: THE LAND OF GLORIOUS FAILURE.

THE Queen's visit to Dublin will open the hearts of many a reader to Lady Gregory's prose elegy in *Cornhill*, on "The Felons of Our Land." In Ireland, she says, a "felon" has come to mean one who has gone to death or to prison for the sake of a principle or a cause:

"In consequence, the prison rather lends a halo than leaves a taint. In a country that is not a reading country, 'Speeches from the Dock,' the last public words of political prisoners, is in its forty-eighth edition. The chief ornament of many a cottage is the warrant for the arrest of a son of the house framed and hung up as a sort of

diploma of honor. I remember an election to a dispensary district, before which one candidate sent round certificates of his medical skill, the other merely a statement that several members of his family had been prosecuted by the Government. And it was the latter who won the appointment. I have known the hillsides blaze with bonfires when prisoners were released, not because they were believed to be innocent, but because they were believed to be guilty. It has been so all through the century.

"So they sang and still sing:

'A felon's cap's the noblest crown
An Irish head can wear.'

In closing, Lady Gregory contrasts the outward forms in which religion appears to the peasant of England and to the peasant of Ireland:

"To the English peasant the well-furnished village church, the pulpit cushion, the gilt-edged Bible, the cosy rectory, represent respectability, comfort, peace, a settled life. In Ireland the peasant has always before his eyes, on his own cottage-walls or in his white-washed chapel, the cross, the spear, the crown of thorns, that tell of what once seemed earthly failure; that tell that He to whom he kneels was led to a felon's death.

"In England the poet of to-day must, if he will gain a hearing, write of the visible and material things that appeal to a people who have made 'The Roast Beef of Old England' a fetish, and whose characteristic song is—

"We don't want to fight, but by Jingo if we do,
We've got the ships, we've got the men, we've got the
money too."

In Ireland he is in touch with a people whose thoughts have long been dwelling on an idea; whose heroes have been the failures, the men 'who went out to battle and always fell'—who went out to a battle that was already lost; men who, whatever may have been their mistakes or faults, had an aim quite apart from personal greed or gain."

So Browning's canonization of failure lends a new meaning to the old name of "the Isle of Saints."



THE PERIODICALS REVIEWED.

THE CENTURY.

NEARLY a quarter of the June *Century* is taken up with a voluminous article by Nikola Tesla, on "The Problem of Increasing Human Energy," with many extraordinary photographs of the author's electrical experiments. He discusses first the three ways of increasing human energy—(1) by increasing the human mass through observance of the laws of hygiene, and by making the soil produce more food (Mr. Tesla claims to have discovered a means of indefinitely increasing its productiveness by means of nitrogen compounds, secured from the oxidization of atmospheric nitrogen with cheap mechanical power and simple electrical apparatus); (2) by reducing the force retarding the human mass—the greatest obstacle being ignorance (Mr. Tesla thinks that universal peace is the first step toward this—a consummation he is to obtain through an extraordinary invention of "automatons" which carry out of themselves a great variety of intelligent acts. These automatons are to do the fighting in the future; (3) finally, by harnessing the sun's energy. It is impossible to give, in a limited space, any real idea of Mr. Tesla's most extraordinary presentation. Almost the least of his prophecies is that we shall probably "soon have a self-acting heat-engine, capable of deriving moderate amounts of energy from the ambient medium. There is also a possibility, though a small one, that we may obtain electrical energy direct from the sun."

GOVERNOR ROOSEVELT AND THE REFORMERS.

Governor Roosevelt (whose championing by Mr. Stefens in another magazine we notice elsewhere) runs a tilt with the reformers who have been criticising him in a paper called "Latitude and Longitude Among Reformers"—in which, while acknowledging heartily the efforts of all brave and intelligent men to improve existing conditions, he is severe enough on "the men whose antics throw discredit upon the reforms they profess to advocate."

OUR CONSULS AGAIN.

Mr. Richard Whiteing writes entertainingly about "The Life of the Boulevard" in Paris; Harry A. Garfield, late president of the Cleveland Chamber of Commerce, has some scathing strictures on the disgraceful inefficiency of our consular system in its relations to the business man—one friend of his stating that, out of twenty consuls he had had to come into contact with, "fully one-half were unfit for the position, and some of them disreputable." The writer seems to think that since the "consular debauch" of 1893, when the consuls, good and bad, were turned out wholesale, a dozen really capable men out of the eleven hundred is not far from a fair estimate.

HARPER'S MONTHLY.

WE have selected, for special notice from the June *Harper's*, Gen. A. W. Greely's paper on the "War Balloon."

E. E. Easton has a second installment of his experiences "Inside the Boer Lines," carrying his story from the outbreak of actual hostilities to the middle of the battle of Dundee. For the first two months of the war,

he says, he was the only foreign correspondent inside the Boer lines, and he gives some interesting details regarding the supplies carried by the wonderfully mobile forces of the Boers:

"While the horse was being shod, the affable Boer assisted me in selecting my commissariat supplies for the front. This is the itemized list of ten days' supplies for the field, similar to that taken by most of the burghers: Three pounds of game biltong; five small loaves of hard bread; five cans of corned beef—bearing an American label; a two-pound can of ground coffee; two pounds of hard chocolate; a small can of sugar; a few ounces each of salt and pepper. For my horse I secured three sheaves of oats as feed on the train. In the veld he would thrive on the grass. The biltong had the appearance of gnarled sticks cut from cliff cedars, and the old Boer explained that it was cured in the sun. After the deer has been dressed, the meat is hung up in the shade for a few days, until the outer surface is dried, and afterward is placed in the sun, where every particle of moisture is quickly extracted from it. It will then keep indefinitely, and experience has proven that it is most satisfying and nourishing when one is extremely hungry and exhausted by hard riding. The biltong, hard bread, and chocolate were placed in the saddle-bags. A veteran Boer would never think of taking any considerable ride in the veld without carrying thus a few pounds of these articles. The rest of my supplies were placed in a wheat-sack. In addition I had a Kafir blanket, a mackintosh, a big cup in which to boil coffee, and my photographic apparatus."

PHENOMENA OF SPIRITISM.

Dr. James Hervey Hyslop, of Columbia University, who has attracted a good deal of attention lately, particularly from the skeptics, by reason of his championing of Mrs. Piper (the medium whom, it will be remembered, Prof. William James cited as his "white crow," that proved all crows were not black; i. e., all mediums not humbugs), contributes a second paper on this subject, which he entitles "Life After Death." Dr. Hyslop declares that the Society for Psychical Research, ten years ago, excluded the hypothesis of fraud in the case of Mrs. Piper, so that the phenomena observed, many of which he cites, can be explained only through telepathy, or spiritism. He then proceeds to show why the former position is untenable.

"I must say to the reader, however, that I shall not remain by the spiritistic theory, if a better can be obtained to explain the phenomena. I advance it simply as a hypothesis that will explain, and not as one that is demonstrated, by the facts. It is all very well to say telepathy to explain coincidences, but at best that process is but a name for our ignorance of the real *modus operandi* in the production of the phenomena. It is, in fact, only a name for the necessity of a cause for a coincidence that cannot be explained by chance; and though we assume that it is some direct process between mind and mind, independent of the ordinary channels of sense, yet it has displayed no other powers in its experimental form than access to the active state of consciousness of the agent at the time, and exhibits no tendency to play *ad libitum* with the memories of living

persons without regard to space and time. Only our ignorance of its actual limitations prevents us from rejecting it with perfect confidence. But if the skeptic will as patiently establish its infinite powers, with its contradictory weaknesses, by experiment, and produce evidence that the existence of discarnate spirits is not necessary to explain such phenomena as I have indicated, I for one shall not resist the skeptical conclusion."

SCRIBNER'S.

IN an article called "How a President is Elected," A. Maurice Low describes the whole course of events from the meeting of the National Committee, which fixes the place and time of the nominating convention, to the announcement of the vote. He describes the utter bedlam which breaks loose in the great convention of 20,000 people when the candidate is actually selected; then the tireless campaigning, speechmaking, mailing of millions of political documents, and so on; and, finally, the party headquarters when the polls have closed and bulletins begin to trickle in.

"Politicians of all ranks, from the 'boss' down to the ward-heeler, crowd the room, hanging on every word, nervously waiting the verdict; too excited to sit, too keyed-up to stand quietly for more than a few seconds at a time. . . . If the current is running their way there is much joy, congratulations are exchanged, cheers given when an unexpected victory is announced, and cigars are smoked with a calm air of triumph. But when the telegraph tells one unbroken series of defeats; when stronghold after stronghold falls into the enemy's grasp; when the flower of the army has gone down, and the citadel itself trembles,—the cigars go out, faces are clouded; silently men creep away, and before the crowd on the streets has tired of watching the bulletins, the lights are out, the doors are locked, and there is naught but the blackness to show for the labors of the past six months."

THE BOER WAR.

Richard Harding Davis has a characteristic "impression" of the Battle of Pieter's Hill, which he calls "With Buller's Column." He says: "Upon a high hill, seated among the rocks, is General Buller and his staff. . . . Commanding generals to-day, under the new conditions which this war has developed, do not charge up hills waving flashing swords. They sit on rocks and wink out their orders by a flashing hand-mirror. . . . The kopje is the central station of the system. From its uncomfortable eminence the commanding general watches the developments of his attack, and directs it by heliograph and ragged bits of bunting. A sweating, dirty Tommy turns his back on a hill a mile away, and slaps the air with his signal-flag; another Tommy, with the visor of his helmet cocked over the back of his neck, watches an answering bit of bunting through a glass. The bit of bunting a mile away flashes impatiently, once to the right and once to the left, and the Tommy with the glass says: 'They understand, sir;' and the other Tommy, who has not as yet cast even an interested glance at the regiment he has ordered into action, folds his flag and curls up against a hot rock, and instantly dozes."

Thomas F. Millard shows that Mr. E. E. Easton was not the only correspondent with the burghers, if he was the first. The latter writes, in "With the Boer Army," an article particularly devoted to the Boer tactics, their

charges, methods of defense, marksmanship, and the like.

HISTORICAL FICTION.

George F. Becker answers his own question, "Are the Philippines Worth Having?" in cautiously affirmative way, with many details that seem to be authoritative regarding climate, resources, and natives. Mr. Charles Major, the author of "When Knighthood Was in Flower," also discusses a question of his own, "What is Historic Atmosphere?" He finds it to consist briefly in the "application of realism to historical fiction." Mr. Major makes the points that the materials for this are to be found, not in formal history, but in letters and memoirs; and he contends that, "unless an author can maintain, without deviation, from the first to the last pages of his book, the language of the period of which he writes, his work will be better, his pages will be more easily read, and whatever true atmosphere he may be able to create in other ways will be more convincing, if he writes in the language of his own times."

McCLURE'S MAGAZINE.

WE have already noticed at length Mr. F. Edmund Garrett's very interesting anecdotal account of President Krüger.

Adachi Kinnosuki, the clever young Japanese who has been letting the Westerners have a few glimpses into the real Japan lately, has a characteristic story of the Japanese-Chinese War, called "A Cadet at the Battle of the Yalu." It is a most interesting and dramatic account, which reads like an actual experience, though it is probably not; and the details of this greatest modern battle between ironclads are sanguinary enough to satisfy the most conscientious realist.

GOVERNOR ROOSEVELT AND THE POLITICIANS.

"Governor Roosevelt—as an Experiment," is the title of a paper by J. Lincoln Steffens, summing up the efforts by the governor of New York to do "the right thing and carry the organization with him"—instead of "holding aloof and exerting only so much influence as is possible by arousing or directing public opinion." There were fights, says Mr. Steffens: "The governor and the organization clashed with dangerous frequency; and two or three times Mr. Roosevelt and the leaders looked red into one another's faces, lips tight and jaws set, separating as if for good and all. But each time the governor won, the party leaders submitted, and coöperation was resumed without any unpleasant recollections."

As examples Mr. Steffens tells how the governor said "Lou" Payn must go, against a storm of protests from the politicians; and Payn went; and how the governor's franchise-tax bill, with a perfect organization and a lobby with a quarter of a million dollars against it, finally went through and was signed, to the horror of the great corporations. The writer's idea is that the politicians will do everything in their power to land Colonel Roosevelt in the innocuous position of the vice-presidency.

FLYING-MACHINES.

O. Chanute has a readable article on "Experiments in Flying," giving an account of his inventions and adventures during the forty years since he first became interested in the problem of flight. His conclusion is

that, while no flying-machine is yet perfected, they will ultimately become commercial possibilities:

"There will probably be two types of these—one of them a machine for sport, with a very light and simple motor, if any, carrying but a single operator, and deriving most of its power from wind and gravity, as do the soaring birds. This will be used in competitions of skill and speed, and there will be no finer or more exciting sport. The other future machine will probably be of a journeying type. It will be provided with a powerful but light motor, and with fuel for one or two days' travel. It will preferably carry but a single man, and will be utilized in exploration and in war. Its speed will be from thirty to sixty miles an hour at the beginning, and eventually much greater; for it is a singular fact that the higher speeds require less power in the air, within certain limits, than low speeds. At high velocities, the surfaces may be smaller, lie at flatter angles, and offer less resistance; but the pressure then increases on the framework, and the ultimate speed may not be more than 80 or 100 miles an hour."

CAPE NOME.

W. J. Lampton has an article on the "Cape Nome Gold-Fields," which are now rivaling the Klondike in the extent of the rush to them. It is expected that fully 25,000 people will journey thither from the Pacific ports this season, and hundreds are having difficulty in securing transportation, while the estimated output of gold runs all the way from \$2,000,000 to \$10,000,000.

THE COSMOPOLITAN.

MR. WILLIAM T. STEAD'S "What Kind of a Sovereign Is Queen Victoria?" is given more extended notice among the Leading Articles of the Month.

Charles Theodore Murray gives, in the June *Cosmopolitan*, some pictures from life "On the Road with the 'Big Show,'" being glimpses of the acrobats, clowns, elephants, performing bears, horses, and other animals while practicing or off duty. He shows how the circus has become both honest and respectable—from financial considerations; and what a wearing strain it all is upon the luckless performers with their hard-set, "circus faces."

Stephen Crane contributes an historical sketch of "The Great Boer Trek"—a bit of history which has been very much in evidence during the past year. An article, entitled "The Science of Astronomy in the Year 1900," by the celebrated French scientist, M. Camille Flammarion, discusses the progress of telescope-making during this century, with special reference to the great machine now on view at the Paris Exposition. The length of this enormous telescope is equal to the height of the towers of Notre Dame de Paris.

POLITICAL NOMINATING CONVENTIONS?

Senator John M. Thurston, of Nebraska, parallels a portion of Mr. Low's article in *Scribner's* with an account of "How Presidents are Nominated." After a straightforward account of the machinery of nomination and its operation, Senator Thurston says:

"It is not often that a platform reported by a committee is the subject of controversy or debate. The notable exception in convention history occurred at the national conventions of both the Republican and Democratic parties in 1896, the contest being between the

gold standard and various free-coinage and modified coinage propositions.

"In the Republican convention the adoption of the gold-standard plank was the signal for the withdrawal of certain delegates, most of whom had been for a long time distinguished members of the Republican party. The scene in the St. Louis convention, when Senators Teller, Mantle, Cannon, Pettigrew, and a number of their associate delegates withdrew, was most dramatic, impressive, and, for a time, depressing. But good cheer and good feeling were immediately restored when the voice of the chairman, distinctly audible in every part of the convention, was heard saying: 'There appear to be enough delegates left to transact business! What is the further pleasure of the convention?' A mighty cheer went up from 15,000 throats, and from that moment the defection of the bolting delegates created scarcely a ripple upon the current of political events."

MUNSEY'S.

MR. FREDERICK H. WINES'S striking article on "The Census of 1900" has been made the subject of special notice elsewhere.

In addition to this, the June *Munsey's* contains a "Candid Sketch" by C. C. Goodwin, editor of *The Salt Lake Tribune*, called "The Truth About the Mormons." Mr. Goodwin begins with Joseph Smith, son of "a father that searched for buried treasure with a stick of hazel; that sold blessings at three dollars each; that in his person filled all the requirements of a vagabond; a mother that was low, vulgar, mercenary, and utterly untruthful,—what could be hoped for from the son of such a pair?"

WAS JOSEPH SMITH A HYPNOTIST?

This extraordinary prophet, charlatan, money-seeker, vagabond and scamp, is believed by Mr. Goodwin to have been a hypnotist; certainly he was "a magnetic man, with a great sense of rude humor, and a jolly boon companion when 'off duty'"—who seems to have taken Mohammed as his model. The writer traces the career of his successor, Brigham Young, and the subsequent development into what is a matter of common knowledge. Although the Mormons still put their religion before any other consideration in the world, Mr. Goodwin believes that the day is coming when Utah will conquer these internal dissensions, and become "one of the most significant factors of the Union."

THE PANAMA CANAL.

Mr. Henry Harrison Lewis has an article on the Panama Canal, showing the present conditions and future prospects of the great ditch started so disastrously in 1880 by De Lesseps, the advantages of this route, and the plans of the new company:

"To-day it is the popular impression that the Panama Canal route is a dead issue, and that the link between the oceans, when built, must extend across Nicaragua. In justice to all, it is right that the condition of affairs obtaining at the Isthmus of Panama be understood.

"Down there a new company, organized six years ago, is still working on the canal. They have many millions of dollars' worth of material, the trench in their possession is two-fifths finished, and a commission composed of leading American and European engineers has reported that the Panama route is feasible, and that the canal can be completed for \$110,000,000."

LIPPINCOTT'S.

THE complete novel in the June issue of *Lippincott's* is a story of Manila, called "Ray's Daughter," by Gen. Charles King. It is a characteristic romance, dealing with the fortunes of a young American soldier, sent out to the Philippines, whose love-story comes to a happy ending amid the fierce fighting of a "memorable February day," when the Americanos ended by driving the Tagals out of the Guadalupe woods by San Pedro. In fact, a punning double meaning of the word "engagement" brings about the great event of Stuyvesant's life, and makes him forget the wound he has just received as completely as the hat he has been looking for.

Stephen Crane seems to be adopting the rôle of "serious" historian. Besides his account of the Great Trek, noticed in another magazine, he has here a paper on "The Battle of Bunker Hill," which constitutes the fourth in a series on "Great Battles of the World."

Elizabeth Patterson, the famous Baltimore belle, is the subject of a little sketch by Virginia Tatnall Peacock, who describes the dramatic events of her life—from the time when Jerome Bonaparte saw her at the fall races, fell in love with her, and married her out of hand, to the days of her dignified old age, when she made a triumph of her difficult position by sheer force of character and ready wit.

THE PASSION PLAY OF SELZACH.

Christine Terhune Herrick tells of the little-known Passion Play of Selzach, hitherto overshadowed by the great Oberammergau performance. She says:

"Selzach is on the very border between Switzerland and Germany. . . . The inhabitants are chiefly farmers and mechanics; yet among these there are enough young people to support and conduct a thriving dramatic society, while the musical clubs are marked by unusual activity. The village is fortunate in possessing a public-spirited mayor and a schoolmaster of unusual musical ability; and it is due to them that the idea of the Passion Play, first conceived by a few citizens in 1890, was successfully put into execution, and it has been given now for five years."

"There are seventeen performances in the course of the summer, most of them taking place on Sunday. The play is so deeply devotional in its character, and is viewed with such reverence by the actors and other villagers, that it impresses the spectators as a solemn religious function rather than a dramatic representation."

"We had rather dreaded the scene of the 'Crucifixion.' In some respects the *Christ* had disappointed us, as any representation of the Saviour of men must fall short of the ideal of that Divine Personality which each one carries in his soul. The 'Crucifixion,' however, solemn though it was, was not harrowing, either in the first appearance, when the sufferer had just been hung on the cross, or in the second, when He was shown in death, the head drooped to one side, the whole form relaxed."

"The Resurrection,' with the risen *Christ* issuing from the rock-hewn tomb, the Roman guards falling back in affright, a beautiful light falling upon the person of Jesus, was the real climax, and far more impressive than the scene of the Ascension, which followed, or the vision of the glorified *Christ* in Heaven surrounded by angels, with which the representation ended."

THE ATLANTIC MONTHLY.

FROM the June *Atlantic*, we have selected for special notice President Cleveland's article on "The Independence of the Executive," and an account by Edwin Burritt Smith of the work done by "The Municipal Voter's League of Chicago."

COMMERCIAL EXPANSION.

Charles A. Conant writes of "Recent Economic Tendencies," showing how the events of the last few years have required a readjustment by economic thinkers of many preconceived points of view upon important subjects relating to industry and capital. The expansion of trade and widening of the field of competition opens a vast market to the most efficient producer—a market little affected by home legislation; the great accumulation of saved capital and the consequent decline in the rate of interest; the appearance of special nations whose preëminent functions seem to be those of lenders, bankers, and carriers,—these and many other causes are analyzed in their effect upon the individual and upon the state as a competitor in the struggle for commercial supremacy.

THE POET, THE GENTLEMAN, AND THE SCHOLAR.

Under the title of "The Poetry of a Machine Age," Gerald Stanley Lee starts with the definitions of a poet and a gentleman as both meaning "a man who loves his work," and traces the poet's place in "this dazed, tired, stumbling, broken, humbled old hero of a world." Maurice Thompson tells of himself as "An Archer on the Kankakee," and relates some truly surprising feats; as, for instance, his transfixing a heron in a side wind at forty-five yards; and Ephraim Emerton, instead of linking gentleman and poet, inquires into the meaning of that good old phrase, "gentleman and scholar," and its lesson for the men of to-day.

WHAT WILL TAKE THE PLACE OF GREEK?

William Cranston Lawton, in an article called "A Substitute for Greek," starts with the following fundamental theses:

"(1) Every study should contribute, in a large sense, to good citizenship. That is the true common bond, *commune vinculum*, which Cicero saw uniting all culture. (2) Every study should be preparatory, not loading the memory with accumulated facts, but strengthening the reasoning faculty, so that it may apply universal principles through a lifelong educational experience. (3) Therefore, though the subjects, the materials, may vary somewhat, the methods of instruction must be essentially the same, whether we graduate our students into the machine-shop, the counting-room, or the university."

He comes to the following conclusions regarding the discarding of Greek for the history of civilization:

"Latin should remain as the chief alien-language study in high schools and other secondary institutions. On its purely linguistic side it should be frankly affiliated with the vital study of English. At the same time, German should at least be used enough so that it shall not be lost. But there should appear prominently, in all our curricula, a study whose text-books are not yet written; whose competent special teachers we have hardly begun to train—the true history of civilization. . . . A day may come when no schoolboy shall know the five Homeric variants for the infinitive *to be*, provided every boy and girl has a living realization that

the 'Iliad' created the consciousness of kin among Hellenes; that Helen is, from Homer's day to Tennyson's, in all civilized lands, the type of treacherous beauty, Penelope of wifely devotion, Achilles of short-lived valor, Odysseus of self-preserving craft."

THE NORTH AMERICAN REVIEW.

IN our department of "Leading Articles of the Month," we have quoted from Prof. James Murdoch's paper in the *May North American* on "Japan and Russia in the Far East."

THE EASTERN SITUATION.

Other papers in this number dealing with Oriental subjects are: "The Great Siberian Railway," by M. Mikhailoff, a Russian official interested in the work; "The Powers and the Partition of China," by the Rev. Gilbert Reid, D.D., president of the International Institute of China; and "The American Policy in China," by Sir Charles Dilke. Dr. Reid holds that through mutual jealousies of the different nations China may be held together, while Sir Charles Dilke predicts that the action of the United States, in conjunction with that of Great Britain, will be strong enough to check disintegration.

SHOULD ENGLAND STOP THE WAR?

M. Jean de Bloch endeavors to show that England has everything to gain and nothing to lose by stopping the war with the Boers at once, and submitting the dispute to arbitration; and he bases his arguments not merely on moral obligations, but on considerations of material and political well-being as well.

SCIENTIFIC AID TO UNCLE SAM.

The aim of Prof. Simon Newcomb's paper on "Science and the Government" is to show that our Government at Washington might profit much more than it does from the advice and assistance of scientific experts who are not in the Government service. A striking confirmation of Professor Newcomb's thesis is afforded by the valuable aid rendered to the Government by the National Academy of Sciences in the matter of organizing the survey of the Territories, and also in mapping out a policy of forestry administration.

OTHER ARTICLES.

Mr. Charles Sydney Clark writes on the future of the National Guard, while the Rt. Hon. Earl Brownlow describes the British volunteer system; Sir Henry M. Stanley contributes an article assigning an Asiatic origin to the Negro race; Mr. J. St. Clair Etheridge outlines the history of what is termed "Americanism" in the Roman Catholic circles of Europe; Mr. Montgomery Schuyler writes an appreciation of Mr. George Alfred Townsend's poetical works; and Mr. W. B. Yeats contributes a poem entitled "The Shadowy Waters."

THE FORUM.

ELSEWHERE in this number we have reviewed Dr. Henry O. Dwight's article in the *May Forum* entitled "Uncle Sam's Legacy of Slaves," and in our May number we quoted from the advance sheets of Mr. Louis Windmüller's "Plea for Trees and Parks in Cities."

THE CONSTITUTION AND THE FLAG.

The Hon. Charles Denby, of President McKinley's first Philippine Commission, discusses the question whether the Constitution in every case follows the flag. To sustain his contention in the negative of this proposition, Mr. Denby cites the procedure of our consular courts in foreign countries and, nearer home, the status of the "guano" islands over which we exercise sovereignty. Mr. Denby prefers to confine himself to the statement of facts, rather than to indulge in constitutional hair-splitting; but he makes out a strong case.

THE CAMPAIGN OF 1900.

Mr. Henry Litchfield West writes on the unfolding possibilities of the coming Presidential campaign. Mr. West scouts the idea that Mr. Bryan's candidacy is any longer to be viewed with indifference by the Republicans of the country. The reelection of President McKinley, which a year ago was very generally conceded, is now a debatable question. As the more important factors threatening President McKinley's success, Mr. West names these three:

"The hostility created by the Administration's friendly attitude toward England.

"The fact that the enactment of the gold-standard law removes the fear of the free coinage of silver.

"The widespread resentment against the injustice of a tariff between the United States and Porto Rico, with which is coupled the question whether our Constitution follows our flag to our new possessions."

OUR TRADE RIGHTS IN CHINA.

an article on "The United States and the Future of China," Mr. William W. Rockhill, formerly Assistant Secretary of State, explains what is meant by the "open door" in that country in distinction from the proposed granting of free trade in the Philippines.

"In China we asked simply that commercial rights already secured to us by treaties with a sovereign nation, within territory over which no other power claimed jurisdiction, should be respected. Should any portion, however, of the Chinese Empire be ceded in absolute sovereignty to any other power, then our rights under previous treaties with China within such ceded territory would lapse. Chinese sovereignty in such territory being extinct, that of the country acquiring it would be substituted in its stead, and our treaties with the new sovereign power would define our rights in its newly acquired territory."

THE PUBLIC-LAND QUESTION.

Mr. Samuel E. Moffett, writing on "The Remnant of Our National Estate," advocates the following radical changes in our methods of dealing with Government lands:

"1. The immediate and absolute repeal of all laws authorizing the permanent alienation of any portion of the remaining Government lands.

"2. The appointment of a commission to classify these lands according to the purposes for which they are best adapted.

"3. The substitution of leases for patents in all grants to individuals or corporations; the conditions of the lease to be regulated by the character and situation of the land.

"4. The opening of the entire public domain to actual settlers, with assured possession during compliance

with the terms of occupancy; all lands below a certain margin of cultivation to be free from rent until such time as the progress of settlement makes them substantially valuable."

OTHER ARTICLES.

Mr. Gavin P. Clark, M.P., reviews British policy towards the Boers from the Boer point of view; Mr. William P. P. Longfellow writes appreciatively of Ruskin; Mr. S. T. Willis describes the system of free lectures maintained in connection with the public-school system of New York City; President Henry Wade Rogers defends the Hay-Pauncefote Treaty; Mr. T. J. Nakagawa describes Japanese journalism; and Mr. Gustav Kobbé writes on "Some Recent Plays and Players."

THE INTERNATIONAL MONTHLY.

THE first of the five essays which make up the contents of the *International Monthly* for May is a treatise on "Fine Art as Decoration," by Mr. Russell Sturgis. This writer has made an exhaustive study of the subject; and his remarks on the relative importance of decorative art work, and especially of mural painting, are instructive. It is interesting to note that the list of American artists who are decorators is a considerable one.

A PLEA FOR STATE-ENDOWED MEDICINE.

Dr. St. John Roosa, of New York City, makes an apparently conclusive showing of the need of state endowment for the advancement of medical science. State-supported medical colleges are by no means unknown in this country; but it is a singular fact that, in such a center of population as New York City, all laboratory investigations, which are demanded by the present conditions of medical science, can only be carried on by means of private endowments.

PHOTOGRAPHY IN ASTRONOMY.

Prof. Harold Jacoby, of Columbia University, summarizes the achievements of recent years in the field of astronomical photography. In the observation of total solar eclipses, such as that of May 28, 1900, photography has proved itself especially useful; in a word, observational astronomy has been revolutionized.

KENTUCKY'S POLITICAL MORALITY.

Senator Lindsay, of Kentucky, writing on social conditions in that bucolic commonwealth, declares that those conditions are in no sense abnormal:

"Political morality, bad as it may be, is not worse than in the States in which craft takes the place of force, and cold-blooded and brutal party management accomplishes ends more permanent in their evil consequences than those that follow the most intemperate appeals to passion, prejudice, or greed, though attended by fraud or sporadic acts of lawless violence."

ELECTRICITY AND NERVE-ACTION.

The subject of nerve-transmission, in its relation to electro-motive force, is discussed in an able paper by Prof. Oliver J. Lodge, of Liverpool, a physicist of high rank. Professor Lodge's paper is entitled "Modern Views of Matter," and presents theories that are likely to attract much notice among students of physiology and physics.

GUNTON'S MAGAZINE.

IN *Guntton's* for May, President David Starr Jordan, of Leland Stanford, Jr., University, discusses the control of the tropics by the four methods of slavery, imperialism, democratic federation, and "permeation." It is needless to say that the two latter methods are the ones on which President Jordan looks with favor. Although, in his opinion, this country has made great blunders in its short experience in the tropics, he believes that a saner policy will prevail in the long run, and that the present Philippine Commission will do much to accomplish that end. His view of "permeation" is that the native people should develop their own institutions without interference from outside, but that the tropics should be permeated by missionaries, commerce, railways, manufactures, industrial corporations, and consular offices. As an example of control through permeation, President Jordan cites our peaceful conquest of Mexico. So rapidly is that country coming under American influences, that another century may see Mexico a genuine American republic in fact as well as in name; and that mainly because of her friendly relations with her sister republic of the United States.

In American expansion, the editor of *Guntton's* reads the doom of the protective-tariff system. The increasing demands of foreign interests arising from the expansion of our territory in tropical lands will gradually cause us to relax our interest in the building-up of domestic manufactures. Professor Guntton foresees the growth of a national patriotic sentiment in behalf of the maintenance of our prestige abroad. This, he thinks, will but invite free-trade propaganda, and the very ideal for which free traders so long struggled in vain seems now likely to be accomplished.

THE POOR PAY OF OUR HIGHER OFFICIALS.

Mr. Adelbert H. Steele contributes a sensible article, entitled "Shabby Salaries of Our Public Officials." He shows that the salaries paid by England, Germany, France, and Russia to their executives, cabinet officers, judges, and diplomatic representatives are in every instance very much greater than those now paid by the United States; in addition to which, all of these nations furnish official residences for the chief officer of the cabinet, and in every instance for their ambassadors and ministers. England, Austria, Germany, Mexico, Corea, and Japan own the official residences of their ambassadors or ministers at Washington. He further shows that the existing salaries of the Vice-President, members of the cabinet, and of our ambassadors and ministers are largely insufficient to pay the annual rents of their residences, and enable them to live in accordance with the reasonable demands and requirements of the society of the present day at their respective posts of duty, leaving them no compensation for the valuable services they render to their country. It is stated that one of our recent ambassadors to Russia could not obtain a suitable residence in St. Petersburg for his entire salary. Mr. Steele suggests that it would be a wise policy for each State to own and maintain the residences of its Senators at Washington.

OTHER ARTICLES.

Mr. Charles Burr Todd describes the excellent work of the City History Club of New York City, giving interesting accounts of several recent historical pilgrimages made by the club.

Some of the topics editorially treated in this number of *Guntton's* are Admiral Dewey's candidacy, "Why the Sherman Law Was Passed," "The Porto Rico Tariff Law," "The New Carnegie Corporation," and "American Training for Cuban Teachers."

THE COMING AGE.

THE opening article of the *Coming Age* for May is an account of "The Lyceum Platform," by Dr. James Hedley, the well-known lecturer. Portraits of many of the most eminent and successful lyceum lecturers of the past forty years accompany the text of Dr. Hedley's article.

THE REAL VALUE OF THE KINDERGARTEN.

Dr. Baker Smith writes on "The Citizen's Interest in the Kindergarten." Testing the kindergarten from the point of view of every-day citizenship, Dr. Baker finds that it helps each child to "see for itself, think for itself, and then to take the responsibility of acting in accordance with its own final vision of judgment." Furthermore, the kindergarten tends to develop intellectual and moral courage by helping a child to develop its own latent powers and possibilities in a way that will conduce to the best interests of both self and others later on.

WHAT MEN HAVE DONE AFTER FIFTY.

An interesting paper entitled "After Fifty Years," by Mrs. C. K. Reifsnider, gives many instances of men who have done their best work after having passed the so-called "dead-line" of fifty. Mrs. Reifsnider says:

"We have conclusive evidence that, if a man has lived an orderly life, his mental faculties are more vigorous after the age of fifty than before; that is, he can accomplish more in a given time on account of his mature judgment and acute perception—proofs of which we gather from every century in the history of man, beginning before the Christian era and down to the present day."

OTHER ARTICLES.

Under the title "The Wolf at the Door," Mr. Leigh H. Irvine advocates a system of Government colonies for such citizens as need employment.

Emma Griffith Lumm writes on "Music of the Speaking Voice;" Mr. Henry Wood of "The Economy of Evil in the Moral Order;" the Rev. T. E. Allen of "The City of God;" Mr. Charles Malloy of "The Poems of Emerson," and the Rev. R. E. Bisbee contributes a study of a Western city—Spokane.

THE FORTNIGHTLY REVIEW.

THE *Fortnightly Review* for May contains no article of very striking interest, with the exception of Baron de Coubertin's paper on "The Possibility of a War Between France and England." We have dealt elsewhere with this, as also with Mr. Afalo's paper on "International Exhibitions."

THE STATUS OF THE ACTOR.

Mr. H. B. Irving republishes a paper on "The Art and Status of the Actor," read by him in April at the Playgoers' Club. Mr. Irving enters very minutely into many questions dealing with the position of acting as an art, and the relationship of the public to actors in their private lives. He says:

"The public discussion of the mean level of morality in any profession, if pushed to inquisitorial lengths, is a highly undesirable and dangerous proceeding. I would only suggest a few considerations, which should be preliminary to any investigation of this kind in relation to the theater. In the first place, it is commonly believed by persons who have never entered a theater, or at least passed behind the curtain, that the tender emotions and sentiments portrayed by actors and actresses towards each other in the course of a play seldom stop short on the fall of the curtain. The words of Molé, the French actor, are sufficient answer to that. He writes: 'I am dissatisfied with myself this evening; I let myself go too much; I was not master of myself; I was the character itself, not the actor playing it.' The actors or actresses worthy of the name are not the slaves, but the masters, of the emotions they portray. As Voltaire pointed out, there is, or should be, no greater moral danger to the dramatic artist who portrays the passions of the human heart than to the painter or sculptor who paints or models from the nude."

Mr. Irving holds that the number of persons prejudiced against the theater is ever on the decrease, and he thinks the position of the actor in England is higher than in any other country.

STOCK COMPANIES AND INDUSTRIES IN ENGLAND.

Mr. J. B. Kershaw writes an article on "Joint-Stock Enterprise and Our Manufacturing Industries," in which he discusses the English "company laws" and their effect on the manufactures of the country. He thinks that the amendment bill now before Parliament should be itself amended by fixing the share qualifications of directors at some definite proportion of the total capital of the company, the rule being enforced that shares standing in the names of directors must be paid for by the holders. Another change which he recommends is that "the board of trade ought to receive an annual statement of the assets and liabilities of every registered company, and ought to be empowered to take legal action when fraudulent conduct upon the part of promoters or directors is suspected. Both of these objects could be most simply achieved by a clause making compulsory the registration of the president of the board of trade, in his official capacity, as the holder of one share in every company registered. This change in the law would give the board of trade a *locus standi* in cases of suspected fraud, and would relieve the private shareholder of a duty which he rarely accepts. The cause of this unreadiness of the private shareholder to prosecute under the existing law is due to the fact that he can gain nothing financially by the suit, even if successful; while, if he fail to prove the charge of fraud, he may have to fight a countercharge of libel or slander. As a preliminary to 'legal action' on the part of the board of trade, it might be advisable in many cases to make a local investigation of the company's affairs, and whenever fraud is suspected to call in the aid of professional accountants of good standing, in order to report upon the company's flotation and subsequent management. The mere fact that the board of trade possessed the power to order such an investigation would act as a great deterrent of fraud."

The method of electing auditors should also be reformed; since, under the present system, auditors are restricted in their independence by fear of not being reelected, if they run counter to the wishes of the directors.

THE CONTEMPORARY REVIEW.

THE *Contemporary Review* for May is an average number. We have dealt elsewhere with the Rev. W. W. Peyton's paper on "The Crucifixion as an Evolutionary Force," and with the paper on "The Habits and Mimicry of Crabs."

THE CELTIC MOVEMENT.

Perhaps the most interesting among the other articles is that entitled "Celtic," in which Fiona Macleod defines her interpretation of the Celtic nature, and protests against the exclusive attribution of certain spiritual qualities to Celts. She says:

"There is no racial road to beauty, nor to any excellence. Genius, which leads thither, beckons neither to tribe nor clan, neither to school nor movement, but only to one soul here and to another there; so that the Ice-lander hears and speaks in Saga, and the brown Malay hears and carves delicately in ivory; and the men in Europe, from the Serb and the Finn to the Basque and the Breton, hear, and each in his kind answers; and what the Englishman says in song and romance and the deep utterance of his complex life, his mountain-kindred say in *Mabinogi* or *sgéul*.

"Even in those characteristics which distinguish Celtic literature—intimate natural vision; a swift emotion that is sometimes a spiritual ecstasy, but sometimes is also a mere intoxication of the senses; a peculiar sensitiveness to the beauty of what is remote and solitary; a rapt pleasure in what is ancient, and in the contemplation of what holds an inevitable melancholy; a visionary passion for beauty, which is of the immortal things, beyond the temporal beauty of what is mutable and mortal—even in these characteristics it does not stand alone, and perhaps not preëminent. There is a beauty in the Homeric hymns that I do not find in the most beautiful of Celtic chants; none could cull from the gardens of the Gael what in the Greek anthology has been gathered out of time to be everlasting; not even the love and passion of the stories of the Celtic mythology surpass the love and passion of the stories of the Hellenic mythology. The romance that of old flowered among the Gaelic hills flowered also in English meads, by Danish shores, amid Teuton woods and plains."

THE BELGIANS AT WATERLOO.

Dr. Demetrius C. Boulger has a long and elaborate paper in which he overthrows the prevalent idea as to the cowardice displayed by the Belgian troops on the field of Waterloo. He combats the allegations of Alison and other English historians; but probably Thackeray did more to spread the belief as to Belgian cowardice than all the historians put together. The *Times* newspaper, Lord Castlereagh, and Wellington himself praised the conduct of the Netherlands troops, while "the Prussian General Pirch II., in a proclamation dated June 21, 1815, asserted that the Belgians had sustained their old brilliant reputation for courage, 'especially at the battle of La Belle Alliance, where they fought with such intrepidity that they astonished the Allied Armies.'"

BRITISH TRADE STATISTICS.

Mr. Michael Mulhall contributes one of his luminous statistical articles on the subject of British trade, which he obligingly summarizes for us in the following ten paragraphs:

"1. The weight of imported merchandise has multiplied five-fold in 40 years, averaging at present more than one ton yearly per inhabitant.

"2. More than half of our food supply is drawn from foreign countries, at an annual cost of £5 per inhabitant.

"3. The mean price of imported food is now only £12½ per ton, having fallen 20 per cent. in the last 20 years.

"4. Most of the imported food could be raised in England, but at much greater cost, to the detriment of the working classes.

"5. The consumption of fiber in our mills has doubled in 30 years, and exceeds the aggregate consumption in France and Germany.

"6. The importation of metals and minerals has grown eleven-fold in 30 years, and our export of hardware manufactures has doubled in value.

"7. Our consumption of manufactured goods imported from foreign countries has risen from 15s. per inhabitant in 1869 to 41s. in 1899.

"8. The value of textile goods exported is less than it was 30 years ago, but the volume has risen 70 per cent.

"9. The fall of prices has been a gain to Great Britain of at least £50,000,000 sterling per annum.

"10. The tendency of British trade points to a steady increase of food imports and of hardware exports."

WHY GERMANY IS INCREASING HER NAVY.

Dr. Theodor Barth, of the *Nation*, a leading Liberal member of the Reichstag, says that Germany is increasing her navy because England's policy in South Africa has "led to an uneasy feeling in Germany, that in the future they must be prepared for developments in the policy of England upon which it is impossible to reckon. If the wielders of power in England—so men say—can be so misled by false conceptions of the opposing forces of other states as to enter upon warlike enterprises of the most risky kind, is there not a danger that some day they may let themselves be dragged by their Jingoës into some affront to Germany which must result in war? Perhaps the English hold Germany to be so weak at sea that they can permit themselves to dare her further than she is really in a position to tolerate. This line of thought has had a powerful influence in popularizing the demand for a doubling of our fleet. The Transvaal war has roused among the widest circles of our population a sense of the absolute necessity of strengthening the German fleet. The strengthening of our navy is, above all things, to protect us against the outbreak of such a war. The more powerful we are on the sea, the less is the chance that even the least responsible elements of the English population might be inclined to an attack on Germany. Germans hope to be able to keep at peace with England all the better if they avoid the appearance of weakness."

THE NINETEENTH CENTURY.

THE Earl of Iddesleigh contributes, to the *Nineteenth Century* for May, "A Chat About Jane Austen's Novels." The limitation of Jane Austen's genius lay in the fact that she would have no dealing with any circumstances that were not of an exceptional nature; the field of action of her characters is so confined that it is impossible to ascertain how they would have borne themselves in any extraordinary situation. It was ordinary life which she alone de-

picted; but it was to her seeing that life, not partially, as we see it, but in all its actual vastness, that she owed her great success.

THE PRISONER OF CHILLON.

"The True Story of the Prisoner of Chillon" is recounted by the Baronne A. van Amstel; the prisoner, we are told, being by no means a hero of romance, but avaricious, a libertine, and ungrateful, though he was a firm friend of Geneva, the town of his adoption. Bonnivard, whose matrimonial adventures Madame van Amstel details at length, died in 1570, at the age of seventy-seven, "disgusted with humanity in general and the Genevese in particular."

SUBMARINE BOATS FOR THE BRITISH NAVY.

The question of providing submarine boats for Great Britain's navy is treated by Mr. Edmund Robertson. In his article he traces the growth of the idea of the submarine boat to the French experiment, and concludes with a strong appeal to the British Government to be up and doing to cope with the new menace to England's naval supremacy. He quotes M. Lockroy, that in the submarine boat France had a terrible weapon, just what she wanted. The reporter on the naval estimates for the present year, in discussing the continued war, says that the submarine vessels are now proved to be so valuable that adoption of them should be at once provided. According to the *New York Herald* (Paris edition), the French Government has arranged for the building of 100 submarine torpedo-boats, 50 for sea-going purposes, and 50 for coast defense. Mr. Robertson says that the United States Navy Department have resolved upon adding no fewer than 50 submarine vessels to the fleet; that each of these vessels will cost \$175,000. In Great Britain the Admiralty have shown no signs of any inclination to move from the policy of preceding years, which has been founded upon hatred of these new vessels; but, in face of the orders given by the governments of France and the United States, it is questionable how far it is safe to preserve this attitude of apathy. The misfortunes which overwhelmed England's army have led many people to ask whether the navy would not prove equally lacking if put to the test.

OTHER ARTICLES.

The Rev. Dr. Jessopp has a gossip paper entitled "The Elders of Arcady," in which he deals pleasantly with old men and old ways. The "Perseus and Andromeda" of Titian is treated by Mr. Claude Phillips. Mrs. Hugh Bell writes on "The Merits and Demerits of Thrift." Sir Wemyss Reid continues his review of "The Newspaper." The main change in public opinion as regards the war is, he says, a growing desire to disentangle the question of public policy in South Africa from that of the mines and mine-owners.

THE NATIONAL REVIEW.

MR. RICHARD BAGOT writes, in the *National Review* for May, on "Anglophobia at the Vatican" in a not very liberal article, which a zealous Catholic might entitle "Vaticanophobia in England." He says:

"It may be hoped that Englishmen in general will realize the fact that the political power of Rome is still a living force in the world; and that under the pretense of securing unity of faith, it yet can, and does,

work ceaselessly, ever seeking to counteract and destroy that splendid heritage of liberty of conscience and intellect which it is the destiny of the Anglo-Saxon race to carry into the remotest parts of the earth. The unity of Christendom has ever been an attractive idea, though there is ample evidence to show that it never at any time existed, except possibly in the person of Christ, and it may be argued that should it be attained, Christianity would perish."

LADYSMITH AND AFTER.

"Ladysmith After the Siege" is the title of an article by Mr. H. Babington Smith. Speaking of the mysterious dam raised by the Boers on the Klip River, Mr. Babington Smith thinks that an attempt to flood Ladysmith could not have proved successful. Of the complete isolation of the town during the period of the siege, the following anecdote is a good illustration:

"During the siege there had been an almost entire absence of outside news. In the earlier days of Buller's advance, the movements of the relieving force were heliographed into the town and published in orders. When the day of reverses came, nothing was said, with the natural result that rumor created disasters far worse than anything that had actually happened. The strangest stories were repeated and believed, not only about the course of the war—for instance, that Russia was at war with Japan. I cannot give a better idea of the isolation of the garrison than by quoting a question asked me by a distinguished officer some weeks after the relief: 'What is this that I see so many allusions to in the papers; something about an absent-minded beggar?'"

There are some malicious people who will probably say that Ladysmith had at least one compensation for its sufferings.

GREAT BRITAIN'S IMPERIAL RALLY.

Mr. Talbot Baines, in an article on "Some Consequences of the Imperial Rally," pleads for the definite representation of the colonies on questions of foreign policy:

"There is no reason whatever to fear that on any matter in which imperial honor or imperial security was concerned, the influence of the recognized colonial representatives, when thus consulted, would be exercised in a manner calculated in the least to hamper the freedom and effectiveness of the imperial cabinet. Speaking broadly, the temper of British colonial communities has less of qualification and hesitation in its imperialism than that of the dwellers in these islands. But none the less may they fairly desire that before steps are taken in the development by the imperial government of any line of policy which might involve the whole empire in war, their way of looking at the questions in controversy, and at the manner in which they ought to be dealt with, should be clearly understood so far as that can be done through consultation with standing representatives chosen by them as most competent to speak on their behalf."

OTHER ARTICLES.

Mr. Arthur Galton publishes the first part of an article describing "Why I Entered and Why I Left the Roman Catholic Church." The article needs to be finished before the moral can be seen.

Mr. Moreton Frewen, writing on "Our Relations to Westward," gives his personal impression of American

opinion on the Boer War and the Clayton-Bulwer Treaty. It is not the Irish, but the Germans in America, he says, who are England's foes. As to the Hay-Pauncefote Treaty, the popular objection to it may be stated in a few words: "Why should the United States, having constructed the canal, allow it to be used by the enemy of the United States in time of war?"

CORNHILL.

THE May number of *Cornhill* is happily diversified, if anything a trifle less anecdotal and more serious than *Cornhill* usually is, but full of excellent matter.

THE BRITISH VOLUNTEER MOVEMENT BORN IN NATAL.

Sir John Robinson, continuing his South African reminiscences, writes of settlers and soldiers, and claims the honor of originating the volunteer movement for Natal. He says:

"It was at this time, however, that the volunteer movement—destined in later years to bear such memorable fruit—had its birth in Natal. I believe that to that colony belongs the distinction of having led the way in the modern outgrowth of citizen soldiery. If not its actual originator, Governor Pine was the foster-parent of the organization, as he was of so many other wise and far-sighted projects. The Crimean war had just begun. The possibility of a call from a Russian privateer was suggested. Then, as now, martial enthusiasm in behalf of the empire spread from the mother-country to its offspring. I believe that the 'Royal Durban Rangers' was the first legally constituted mounted volunteer force established in the empire since the close of the Great War; at any rate, it was very nearly so. It had but a strength of some fifty or sixty men, but was officered by a captain, two lieutenants, and a cornet."

THE CONTINENTAL REVIEWS.

REVUE DES DEUX MONDES.

WE have noticed elsewhere the article on "The Lace Industry in Normandy," in the first April number of the *Revue des Deux Mondes*, and it must be admitted that the rest of the *Revue* does not attain quite to the high standard of interest which generally characterizes it. Nevertheless, there are several articles of interest to foreigners as well as to Frenchmen.

KIPLING AND THE ENGLISH ARMY.

The clever lady who writes under the pen-name of "Th. Bentzon" has studied the English army as painted by that remarkable laureate of Jingoism, Mr. Rudyard Kipling. The study is wonderfully complete, and it would be hard to find any character in Kipling's works really illustrative of "Thomas Atkins" whom Madame Bentzon has omitted. In her pages we meet again with Mulvaney, Ortheris, and Learoyd, the Gentleman Ranker, the Man Who Was, Dinah Shadd, and all the other types in Kipling's marvelous gallery. She says that, like Mérimée, Kipling has the art of making a single word illuminate a whole train of ideas; and she notes, as not the least excellent side of him, that although he sometimes shocks English prudery, yet he never degenerates into sensualism. His Russophobe

BRING UP THE PARENT IN THE WAY HE SHOULD GO!

Mr. Stephen Gwynn tries to protect "the modern parent" from the excesses of the new pedagogy. He finds the modern theorists hopelessly in error, because "both for the moral and the intellectual part they adopt a system of spoon-feeding. They do not trust nature, which, if you provide food, will generally provide the digestion. And the modern parent, so far as I can see, gulps down wholesale what one may call the mud-pie theory of education." He complains that the Kindergarten system confounds work with play, and does not enforce the lesson of personal effort. It makes things too easy.

OTHER ARTICLES.

Mr. C. Parkinson's study of the great birds of the Southern Seas, and notably of the albatross, will command the attention of every one who has ever read the "Ancient Mariner."

The first place in the magazine is given to a poem by Mr. Walter Hogg, entitled "The Sirens." By a happy inspiration the poet inverts, as it were, the ancient fable. The siren-call which allures the modern youth is the call to daring deeds, world-travel, danger, known risk of death.

Mr. A. D. Godley recounts the difficulties of Mr. Bull in the style of "Dame Europa's School;" and any one desiring to know why other nations do not love England will find ample grounds suggested in this little article.

Mr. Sidney Lee commends to public sympathy and support Mr. Benson's experiment with the Shakespearean drama at the Lyceum Theater. He lays special stress on frequent change of play and character and on simple setting.

Hesketh Prichard describes with pathos the sufferings of soldiers' mothers, sisters, sweethearts, wives, especially bride-wives, under the heading of "The Home Army."

proclivities are duly noted; she generally brings out the essential brutality and wild Chauvinism of Kipling's views of life and politics; and finally, she compares him—not to his advantage—with Raffet, Charlet, and Béranger. A not very pleasant note of Pecksniffian satisfaction is struck at the end of the article, when Madame Bentzon thanks God that there is no occasion in France for such a poem as the famous one in which Kipling expresses what used to be the popular contempt for the private soldier:

"O it's Tommy this, an' Tommy that, an' Tommy go away; But it's thank you, Mister Atkins, when the band begins to play."

She makes no allowance for the radically different conditions of a voluntary army such as England's, and a conscript army such as that of France.

THE SUGAR INDUSTRY.

M. R. G. Lévy contributes a remarkable and significant paper upon sugar and the sugar industry. As is well known, the industry on the Continent is protected by bounties, the effect of which is that, although the consumer in France, for instance, consumes French sugar, he has to pay for it far more than it is intrinsic

ally worth. In view of this situation, M. Lévy looks forward to an international combination for dealing with the sugar question. He roundly declares that France will have to undergo crises which will be difficult and painful in proportion to the artificial means employed to maintain the present abnormal situation. Free trade, he declares, is the end toward which the human race is moving, and it is already established in the interior of every great country. International treaties of commerce are an approximation toward this solution, and so are customs-unions, which already exist between a certain number of nations. This distinguished French publicist, at any rate, is evidently in favor of the reduction, if not the complete abolition, of the system of sugar bounties.

FRANCE AT THE ANTIPODES.

Those who have studied the subject are aware that the history of French colonization is not one of entire failure. The article by M. Pinon in the second April number of the *Revue des Deux Mondes* on "France in the Antipodes" is a useful reminder that in New Caledonia, at any rate, the prospects of future success are considerable. M. Pinon begins by telling a romantic story of how nearly the Isle of Pines was annexed by a British corvette. A young Frenchman risked his life in running through the surf in a light boat, and to his great joy found that he was not too late, and that the English had not completed their negotiations with the native chief. M. Pinon tells a horrible story of the brutality of which the British commander is said to have been guilty on learning that he had been forestalled: he is said to have dropped the chief's little daughter, whom he was holding in his arms, and also to have thrown the chief himself overboard. M. Pinon enlarges at considerable length on the internal situation of New Caledonia, and its position in regard to the whole trade movement of the Pacific; and he concludes by uttering the old warning to his countrymen—that they conduct their colonization much as they conduct their politics, without any practical spirit, without a general plan, and without a sufficient knowledge of the problems to be solved. New Caledonia, with the nickel-mines and the coffee plantations, contains all the elements of considerable prosperity; and M. Pinon urges prudence and practical knowledge rather than heroic theories and vain boasting of conquest.

REVUE DE PARIS.

UNDOUBTEDLY the most interesting article in the first April number of the *Revue de Paris* is M. Bérard's exhaustive and impartial analysis of the causes which have led to the decline of British trade on the Continent. He quotes the February number of the *London Review of Reviews* and, it need hardly be said, innumerable blue-books; and the result of his inquiry may be summed up in a very few words: "Two moral sins are ruining industrial and commercial England—ignorance on the one hand, and snobbism on the other"; snobbism in this connection meaning the violent conservatism which delights in that splendid isolation which makes Joseph Chamberlain's country at once unknown and odious to the rest of humanity. M. Bérard gives innumerable examples of the kind of folly which has caused so much of England's trade to slip into the hands of Germany; his examples are mostly quoted from British consular reports. He also criti-

cises the Limited Liability Act, which he points out makes the British limited company a very different thing from the French *Société de Commandite* or the German *Vereine*.

GERMAN AGRARIANS.

In the second April number, M. Milhaud discusses the German Agrarian movement, and its effect and influence on modern Germany, especially that side of the empire which is represented by the Emperor. During the last ten years the Agrarians have banded themselves together into a powerful party, and it is their object to defeat any political or other scheme which conflicts in any degree with what they consider the Agrarian interest. The Agrarian League can boast of members belonging to every class; for it welcomes as readily, at any rate in theory, the farm laborer as the great noble. According to this French writer, who has evidently made an exhaustive study of the question, one of the most powerful features of the German Agrarian movement is its intense anti-Semitism. As in France, so in Germany, the Nationalist hates and fears the Jew, who represents in his eyes international commerce and cosmopolitan finance. Accordingly, though the Agrarian League has theoretically nothing to do with those religious questions which play so important a part in German life, its membership is, in practice, only open to Christians; and one of the most popular of its members is a well-known anti-Semite member of the German Parliament—Von Sonnenberg.

THE MOON.

MM. Lœwy and Puiseux have collaborated in a delightful article concerning the moon, evidently inspired by the wonderful telescope which is one of the marvels of the Exhibition, and which is supposed to bring the luminary of the night within a yard of the earth! Lunar map-land dates from Galileo, and though an immense amount of thought and study has been devoted to the subject during the last two and a half centuries, yet it is a curious fact that the maps which were made by the astronomers of the eighteenth century did not differ very much from those which are now drawn by the most modern savants. At one time it was hoped that photography would quite transform the science of astronomy. The question of light has, however, hitherto formed an insuperable barrier, and a hundred attempts, spread over a whole year, have only provided two or three useful negatives; and those, of course, had to be greatly enlarged before any result could be obtained.

NOUVELLE REVUE.

IN the first April number of the *Nouvelle Revue*, M. Barrau discusses, in a very able manner, what may be called the paper famine problem. Probably very few people are aware that the extraordinary increase of papers and magazines has made the problem of the world's paper supply acute. Even in France—where, in comparison with this country or England, popular periodical literature may be said not to exist save in the form of halfpenny daily papers—the price of paper has nearly doubled during the last few years; and, according to M. Barrau, there can scarcely be a more paying trade than that of a paper manufacturer. In old days paper, as most people know, was made of every form of cotton and linen; but that is now no

longer the case. Every kind of vegetable product, even banana-peel, has been pressed into service, and a great deal of very good paper is also made of wood-pulp. As for linen, it is only now used in making a very superior and special quality. The European daily paper, according to M. Barrau, is nearly all made from Canadian and Swedish wood. French and English factories alone eat up between them over 2,000,000 of trees, of which the age in each case must have at least attained fifty years. In another half-century, if this state of things continues, the great European forests will have completely disappeared. In Canada, where the pine-tree is rapidly being replaced by inferior and more quickly-growing trees, there is already some talk of checking the export and of setting up paper manufactories. As for home-grown wood, the *Petit Journal* alone is said to use up 150 trees each day. Pliny tells us how in the Rome of Tiberius, paper—or, rather, the papyrus, which was the paper of that day—suddenly gave out. "Will this state of things ever come to pass in France?" asks M. Barrau; and he apparently considers that it is quite possible that it may do so; and if in France, how much more likely in England, where scarcely a day goes by without an announcement of some new paper or magazine?

FRENCH CANADA.

The place of honor in the number is given to M. Herbet's article entitled "Two Sides of the Water," which deals with the Franco-Canadian question. There is something strange in the thought that, while the population of France is diminishing daily, that of French Canada is increasing by leaps and bounds, and the province of Quebec is like a little corner of home France, self-governed by French-speaking folk. It is very curious that, while paying a high tribute to the fashion in which Canada is governed, the French critic cannot apparently believe that the essentially French provinces of Canada are prosperous because, and not in spite, of British rule. So impressed is M. Herbet by all he saw during a recent tour in the Dominion, that he would fain induce his countrymen and countrywomen to emigrate en masse to Canada.

BRITISH POLITICS THROUGH FRENCH SPECTACLES.

M. Hamelle, in his article "At Westminster," tries to describe in a few pages England's complicated system of parliamentary government, especially as seen at the present moment. Here, as indeed in all the more serious contributions to the *Nouvelle Revue*, the South African imbroglio looms large. Madame Adam devotes to the subject almost the whole of each of her two letters on "Foreign Politics," though she has something also to say in reference to the German Emperor's significant naval scheme, which is looked at with a certain sympathy abroad as being a menace to the British Empire.

THE ITALIAN REVIEWS.

THE indefatigable Ouida returns yet again to the charge concerning England's iniquity in an article in the *Nuova Antologia*, April 16, entitled "English Imperialism." There are in the article both exaggeration and extreme bitterness; but there is a substratum of solid truth in every accusation that she brings for-

ward, and the style is unvaryingly caustic and incisive. England's lack of good faith, she considers, is only equaled by her brutality. "The war," she declares, "is not finished, but the cause of the Boers is lost unless a miracle occurs on their behalf; and the declaration of Lord Salisbury, that England sought neither gold nor territory, has been transformed into a cunning resolve to seize both one and the other with both hands." She notes that some people anticipate a speedy change in British policy. "I," she says, "entertain no such hope; the miracle will not be seen in our day, or at least it will not be seen until the cold douche of some great disaster leads men back to sobriety and humility, and restores a clear vision to eyes blinded by intoxication." The worst symptom of all she considers to be the way in which the right of free speech has been cast aside, and men are not allowed to lift up their voices against the war without placing their lives in jeopardy.

In more sober language, but with convictions no less profound, Professor C. Lombroso continues the theme in his article, "The United States of America and Africa." He declares that from the first he has believed, and still believes, in the ultimate success of the Boer cause, which he predicts will ultimately bring about the formation of a United States of Africa on the model of the American States—a federation in which the Dutch race will enjoy the supremacy. He points out the many historical points of resemblance in the colonization of the two continents. English imperialism of the present day he regards as the worst enemy of liberty, and utterly unworthy of "the great and beloved England of Gladstone and Spencer."

The *Civiltà Cattolica* continues its learned controversial articles on the deciphering of the recently disinterred inscriptions in the Forum, and publishes a detailed account of the recently vouched-for cures at Lourdes—which, curiously enough, have all taken place, not during the bathing in the spring, but at the daily procession of the Blessed Sacrament through the inclosure.

The article that has the first place in *Rivista Politica e Letteraria* for April 15 is by the anonymous writer who discusses international affairs in it over the signature "X X X." The article in the present number has the title "The Confessions of the Signor Lebon and the International Situation." It is a severe arraignment of the colonial policy of France, and especially of M. Lebon's statement of that policy in the *Revue des Deux Mondes*.

In "Italy and the Next Antarctic Polar Expeditions," Professor Faustini voices the desire of the Italian Geographical Society in urging the government to fit out an Italian polar expedition. He pays high, and probably deserved, compliments to the Italian naval officers who at various times have been deputed to accompany foreign polar expeditions, and refers appreciatively to the courage and liberality of the Duke of the Abruzzi, as shown in the arctic explorations recently undertaken by the duke; but, besides these manifestations of interest in arctic and antarctic discoveries, Italy ought, through its government, Professor Faustini thinks, to organize an expedition that should be national. Professor Faustini's very interesting account of the equipment and scientific aims of the arctic expedition of the Duke of the Abruzzi, and the references in this account to Mr. Wellman's polar-sledge journey, were reviewed in our February number.

THE NEW BOOKS.

FICTION FOR SUMMER READING.

There is not the slightest sign of any let-up in the hundreds and hundreds of new works of fiction which the publishers give us each season. Indeed, the extraordinary sales, from two to five hundred thousand copies, reached by half a dozen recent novels have, as might be expected, stimulated both authors and publishers to fresh exertions.

RECENT WORK BY WOMEN NOVELISTS.

We noticed last month Miss Mary Johnston's very remarkable historical romance of Virginia, *To Have and to Hold* (whose sale of 200,000 copies in ten weeks is said to eclipse even the record of *Uncle Tom's Cabin*), and *The Voice of the People*, in which Miss Ellen Glasgow has given a picture of some social and political aspects of modern Virginia. For some reason there seems to have been quite a concentration of our women writers on this particular field. Miss Mary E. Wilkins has now forsaken her classic and inimitable New Englanders for the same alluring pastures. Her new book, *The Heart's Highway* (Doubleday, Page & Co.), is a romance of the colony of Virginia in the seventeenth century, and it opens with a dash, color, and romantic zest which prove the author's versatility. As might be expected, Miss Wilkins' tale is more subjective than the ordinary run of historical romances; but there is no lack of dramatic incident, the heroine leading on a patriotic band of planters who fire the tobacco crop and burn it up entirely, in order to elude the obnoxious Navigation Act.

In this flow of romance Miss Edith Wharton's story, *The Touchstone* (Scribners), is like a rock against the current. The author showed her force and literary finish in the book of stories issued last year under the title of *The Greater Inclination*. Like them, *The Touchstone* exhibits most subtle and finished workmanship and a strain of emotion which may fairly be called intense. It is the story of a man who published the love-letters once written him by a famous authoress (the latter having since died), in order to get enough money to marry on; and the results of this in his future relations with his wife, when the book is on every one's tongue, afford the author a chance for depicting very real, dramatic, and vital emotions.

Nor is there any truckling to human weakness or softness in Miss Mary Cholmondeley's *Red Pottage*, which is as clever as it is disagreeable. At the very opening the reader is plunged into an intrigue between Hugh and a married lady of whom he has grown tired. Her husband has for some time been aware of the *liaison* without betraying his knowledge. He languidly invites Hugh into his study during the entertainment with which the story opens and—adopting what is, for some reason, known as the "American" duel, which figures prominently in one of Marus Jokai's romances—demands that they shall draw lots, the one who loses being under oath to kill himself in five months. With this auspicious beginning the author proceeds with her dramatic and tragic story, depicting the life of fashionable English society with no little insight and epigrammatic wit. The novel has already

proved very popular both in England and America, figuring repeatedly among the "best-selling books."

Blanche Willis Howard's (Baroness von Teuffel's) posthumous love-story, *The Garden of Eden* (Scribner's), evidently contains much of the author's own foreign experiences, the scenes being laid in America and Germany. It is a sad tale of a nature made to love, yet twice choosing an unfortunate object of affection.

Miss Julia Magruder, too, turns from these modern methods to lead the reader, in *A Manifest Destiny* (Harper's), through the more tranquil byways of an old-fashioned story. Bettina's manifest destiny consisted: first, in subduing Lord Hurdly, as she had conquered even her fellow-travelers on the steamer, at the point of her amazing beauty; next, in finding that the English aristocracy, whatever its virtues and ornamental fitness, does not always make good material for husbands; and, finally, when this rickety bridegroom of sixty-two is providentially removed to another world through the agency of his horse and a fox-hunt, Bettina comes to the happiness which wealth and position had failed to bring.

Mrs. Amelia E. Barr's latest story has the suggestive title, *Was It Right to Forgive?* (Stone). It contrasts the experiences of two married couples, a woman of strong character married to a weak man, and a frivolous lady whose husband is of too fine fiber not to be overwhelmed by the fondness for wine which proves her special temptation. In the introduction of this motive there is a suggestion, though of course no similarity, of Mrs. Gertrude Atherton's *Daughter of the Vine*. The latter has again forsaken her California scenes in *Senator North* (John Lane), and taken instead for a background the throbbing political life of Washington during the exciting times just preceding the war with Spain. There is an extraordinary scene in the novel, where North, who has had to vote for war against all his convictions, returns to his home sore and humiliated and wondering what this momentous departure from tradition may mean to the United States. To him appears the ghost of his political ideal, Alexander Hamilton; and in a long conversation, during which the shade of the great statesman exhibits a surprising knowledge of contemporary politics, they agree that the Americans "have gone mad with democracy," and may now "die of their own poison;" also that "the real, the great Republic," will never appear here till the Constitution is "torn down its middle" and a monarchy has prepared the people for the necessary sweeping changes.

The Queen's Twin, and Other Stories (Houghton), is a collection of characteristic stories by Sarah Orne Jewett, who has almost as proprietary a claim on the "country of the pointed firs" as Miss Wilkins has on the Massachusetts villagers. These eight tales show the repression, the narrow, restricted lives, and the quiet humor of the simple Maine country folk. Lower in the social scale and more restricted, but just as typical of New England, are the characters in *Kate Wetherill* (Century), which the author, Jennette Lee (Mrs. Gerald Stanley Lee, whose magazine stories have appeared over the name of "Jennette Barbour Perry"), calls "Al.

Earth Comedy." "Kate" is born and brought up in a factory town, and, of course, marries a mill-hand. He happens to be much beneath her in mental and moral endowments, and Mrs. Lee's tale deals with the dreary disillusionment but final victory that comes to her. It is all too true a picture of social conditions often met with in the manufacturing villages. *The Sea-Farers* (Doubleday, Page & Co.), a first book by Mary Gray Morrison, is also a New England story, but far different from either of the foregoing. The scene is laid in a Massachusetts coast town, like Salem, during a period just before and after the Civil War. Miss Morrison has tried to depict the strangely different workings of the old Puritan spirit in subsequent generations; and the main figure of her novel is a descendant of a line of merchant princes, who has always found the bonds and conventions of his forebears intolerable.

Mormonism has caused so much talk lately, by reason of the expulsion of Mr. Roberts from Congress, that Mrs. A. G. Paddock's *The Fate of Madame La Tour* (Fords, Howard & Hulbert) has rather a timely interest, which has caused the publisher to issue a new edition of this presentation of Mormonism as it was fifty years ago.

The "musical novel" is apt to be in a class by itself; but Miss Elizabeth Godfrey's *The Harp of Life* (Holt), following her former story, *Poor Human Nature*, does not differ strikingly from other tales of unhappy marriages. The flirtatious soprano marries the first violin, and rebels when he wants her to give up her art. It takes a very discordant twanging of life's harp to bring her to a sounder state of mind, but everything ends in complete harmony and accord. In this latter particular, if in no other, it resembles *The Farringdons* (Appleton), the latest book by the author of *A Double Thread*, *Concerning Isabel Carnaby*, and so on. Miss Fowler's heroine, however, makes all her mistakes before marriage; genius and heiress though she is, she is completely deceived by a childish fortune-hunter in the likeness of a Greek god, and it takes a cruelly plain intercepted letter from the masquerader aforesaid to another woman to convince her of her folly.

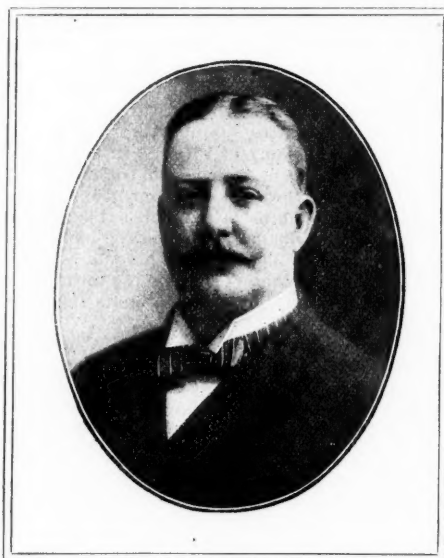
BOOKS OF ARTIST AUTHORS.

Mr. Ernest Seton-Thompson adds this spring to the list of wild-animal friends whom he has introduced to the public Wabb, the silver-tip grizzly bear. *The Biography of a Grizzly* (Century) is, indeed, the most detailed study of a wild creature's life that Mr. Seton-Thompson has yet given us; and, as is always the case in this author's books, one soon gets a feeling of entire sympathy and understanding companionship with the poor lonely bear-cub, finding his world full of nothing but enemies. It makes little difference from this standpoint whether the scientific critics who look askance at the writer's "facts" are correct or not. Turner once demolished a skeptical critic, who declared she had never seen a sky in nature like the one he was painting, by asking if she did not wish she could: and similarly, if the wolves and bears and foxes and cotton-tails do not all act in the woods exactly as they do in Mr. Seton-Thompson's pages, so much the worse for them. For certainly it would be hard to find anything more delightful than his stories and drawings, and they have been potent factors in the new movement of studying animals instead of slaying them. The publishers of *The Biography of a Grizzly* and the author's wife (who designed its general make-up) are to be congratulated

on producing the most artistic book we have seen in a long time.

Mr. F. Hopkinson Smith's part as an author is far more important in *The Other Fellow* (Houghton) than his artistic representation; for of the eight illustrations in the volume, two are by A. B. Frost, one by F. C. Yohn, and one from a photograph. But Mr. Smith is always satisfactory, whether lecturing, writing novels or stories, painting pictures or building bridges and lighthouses; and this heterogeneous collection of fiction, consisting of humorous, pathetic, and dramatic tales of all sorts of people in all sorts of places, needs no other connecting link to assure its effect than that of coming from the pen of the author.

Men With the Bark On (Harpers) is what Frederic Remington calls his latest book about the American soldier, whose ablest chronicler and painter he is. And it is a good and expressive title; for whether he is doing police duty among the Western Indians, or scouting, or in garrison, or charging up San Juan Hill, or chasing Aguinaldo in the Philippines, the United States soldier,



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MR. FREDERIC REMINGTON.

according to Mr. Remington, is a Man. He has his little faults like his cousin across seas, but nobody can read these tales without a new sense of pride in the rank and file of our army.

OTHER TALES OF THE FRONTIER.

The cowboy, lariat in hand, who figures on the cover of Alfred Henry Lewis's *Sandburrs* (Stokes) (so called because a sandburr is "a foolish, small vegetable, irritating, and grievously useless") is really rather misleading; for the larger number of the very short stories are of the Bowery and Mulberry Bend, told in the peculiar dialect of "Chucky d' Turk" and "Molly Matches." Some of the fifty, however, return to that delightful town of *Wolfville*, whose picturesque people and habits the present editor of the *Verdict* chronicled over the name of "Dan Quin" for a large circle of delighted

readers. This is much the same region as that in which Owen Wister's characters live and have their being, different as the two points of view are. Mr. Wister follows up his *Lin McLean* this season with a new collec-



MR. JACK LONDON.

tion of stories, most of which have already seen the light in *Harper's*, called, from the opening one, *The Jimmyjohn Boss* (Harpers).

The Son of the Wolf (Houghton), by Jack London (a new name among the "bookmakers"), deals with a frontier new to fiction—Alaska and the great icy Northwest. There are eight strenuous tales in the volume, and they give the reader vivid pictures of a strange, frozen world, where life is very different from any of its multitudinous phases in these temperate climes of ours. We shall probably hear from Mr. London again; and it may confidently be expected that he will give us something distinctly worth while. Indeed, *The Son of the Wolf* differentiates itself sharply from the run of current fiction.

In *The Sky Pilot* (Revell) Mr. "Ralph Connor" has written a companion story to his *Black Rock* of last year. The main figure is a young missionary whose work lies among the rough-and-ready miners and lumbermen of the Selkirk Foothills, "beyond the great prairies and in the shadow of the Canadian Rockies." How he first wins the respect and affection of all by his ball-playing, his courage, and his simple manliness, and finally dies in the discharge of his duty, makes a pathetic tale.

STORIES OF THE SEA.

There is hardly anybody who is writing better sea-yarns to-day than Morgan Robertson, and his latest book, *Where Angels Fear to Tread* (Century), contains some of his best work so far. The title-story is particularly good, detailing the experiences of a party of lake sailors carried off on a long ocean voyage, who finally mutiny at the abuse they receive. "Primordial" is the only tale which is much out of the author's usual style, and it is perhaps the most finished and distinguished thing he has yet published. Chronicling the life and growth of a boy cast away on an uninhabited island, it has a delicacy, romance, and quiet charm altogether remarkable in view of the forceful, strenuous, knockdown nature of Mr. Robertson's former work.

The only marked change in Clark Russell's *Rose Island* (Stone) from the many books which have appeared over his name since *The Wreck of the Grosvenor* is that the real story is told by Captain Foster, of the Australian clipper *Suez*, to beguile the time for his passengers. Beyond a striking plethora of quotation-marks, however, this awkward machinery entails no hardship on the reader, and the marvelous adventures of the fascinating *Rose* are elaborated with the author's well-known ingenuity and mastery of sea-staging.

Cyrus Townsend Brady's new historical novel, following his *For Love of Country* and *For the Freedom of the Sea*, is called *The Grip of Honor* (Scribners). Its culminating point is in the famous fight of the *Bon Homme Richard* and *Serapis*, wherein the author has taken some liberties with exact history "in the interests of the story." As might be expected, the heroic figure of John Paul Jones looms large throughout, though the hero of the love-story is a certain "Barry O'Neill," the captain's first lieutenant on the *Ranger*.

TWO METROPOLITAN MEN OF LETTERS.

Both of the stories in Dr. Weir Mitchell's *Autobiography of a Quack* (Century) appeared originally in the *Atlantic Monthly*, though the titular tale has now been

rewritten. It is the frank confession of a rogue who writes the record of his life as a diversion while lying ill in a hospital. Dr. Mitchell is always at his best in depicting the subtleties of character, and the psychological interest is admirably developed. The shifts and adventures of this humbug, who is born with the conviction that the world owes him a living, form a remarkable chapter of experi-



MR. EGERTON CASTLE. (SEE PAGE 760.)

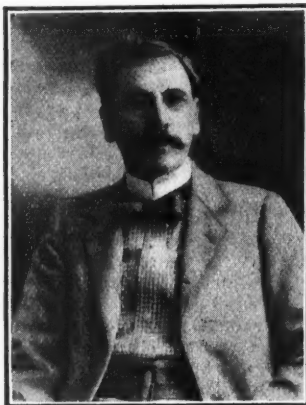
ence; and there is much quiet humor in the narrative, particularly in the slight digs into the ribs of the homœopathist brethren which the author gives through the mouth of "Ezra Sandcraft."

It is a little difficult to get at the deeper meaning of *The Action and the Word* (Harpers), Brander Matthews' latest novel. It evidently has a deeper meaning, for the full-fledged collection of "types" chorus many clever things that seem to imply some broad generalization to be drawn from the course of events. The story itself tells how a New York society woman becomes infatuated with the stage, receives a most flattering offer from a famous Hebrew theatrical manager, and, after driving her husband to desperation by telling him one night that she is going to tour the country and leave their child to take care of himself, refuses the offer aforesaid the next day.

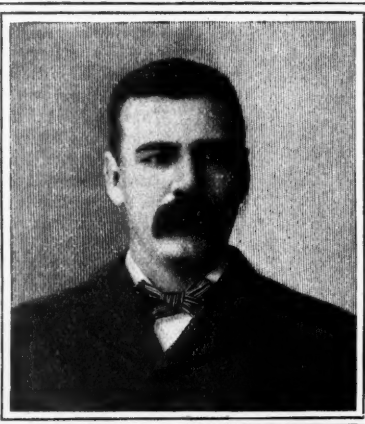
A GROUP OF HISTORICAL ROMANCES.

Young April (Macmillan) Mr. Egerton Castle calls the successor to his *Pride of Jennico*; and it is an apt enough title, for it is compounded of youth, spring, romance, and adventure. Young "Edward Warrender," over-tutored and restrained, learns while on the Continent that his uncle, the Duke of Rochester, has died, leaving him the heir to the dukedom. He resolves, during the month that remains before he becomes of age, to see something of life; and with one sudden leap of gallantry he embarks on a series of adventures in which the author's dash, verve, and fencing craft have full scope.

Mr. Castle, in addition to this story of his own, launches another romance this season in collaboration with his wife, who shared the honors with him in *The Pride of Jennico*. *The Bath Comedy* (Stokes) carries one to the latter half of the eighteenth century, and that unrivaled Spa where Fashion held full sway. Mirth, frivolity, and gay flirtation are incarnated in the person of the twice-widowed Lady Kitty Bellairs. She counsels her more simple-minded friend, Lady Standish, to hold her husband's love by making



MR. CY WARMAN.



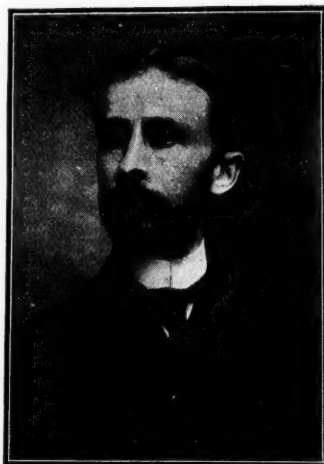
MR. JOHN A. HILL.

him jealous, with the result that that nobleman's wandering fancies presently return so vehemently as to drive him into a very madness of passionate suspicion.

S. R. Crockett goes to Bor-Russia and Wendishland in the fifteenth century for his setting of *Joan of the Sword Hand* (Dodd, Mead & Co.). "Joan, Duchess of Hohenstein," is an

imperious maiden, who can use her sword as well as her tongue, and cut her way through the press of battle to rescue her surrounded prince. Needless to say, such a damsel finally marries, not the royal suitor picked out for her, but the man of her own choice.

Mr. Crockett seems to be content only with doubling the two books a



MR. FRANK H. SPEARMAN.

year which the ordinary industrious romancer considers a fair stint. In addition to the above, he gives us a romance, just issued this week, of Scotland and the West Indies, called *The Isle of the Winds* (Doubleday & McClure Company). For this he is said to have drawn largely upon a private memoir, and upon hitherto unexploited records of the town of Aberdeen. From this material he has constructed one of his usual dashing romances, full of action and happenings, yet moving along from one climax to another quite convincingly. Nor does he depend on mere adventure; the characters of "Philip Stansfield" and his wife are drawn with much acuteness and mastery of the

subtleties of human nature.

The Rhymer (Scribner's), by Allan McAulay, might best be called a biographical novel, for it is a daring attempt by a young Scotchman to weave a novel about the figure of Robert Burns. It must be confessed that the result makes the bard more plowman than poet. He is generally drunk in the tale, always quite unprincipled, and exhibits no trace of the fascinations which enabled him to have so many different names in his lyrics. Indeed, he serves rather as a foil for the honorable lawyer "Herries," who is in love with "Alison Graham," and thus comes into opposition with the "Rhymer."

Sophia (Longmans), by Stanley Weyman, is very different from the stories by which that author first made his reputation. Although it is laid in the middle of the last century, the most dangerous encounter in it is that in which "Tom" kisses the masquerading "Lady Betty,"—and presently finds his head ringing and cheek burning in consequence. She is a haughty and rather shrewish beauty,—this young lady,—and successfully contests throughout with the real heroine for

the center of the stage in the plots and counterplots that make up the tale.

W. H. Long's *Naval Yarns* (Francis P. Harper) hardly belongs among the fiction at all, except by virtue of its interest. It consists of tales of "sea fights and wrecks, pirates and privateers from 1616 to 1831, as told by men-of-war's men." Many of the narratives and sailors' letters are printed here for the first time; and though the collection is most miscellaneous, nearly all of the chapters are exceedingly vivid, and give a peculiarly good idea of the conditions afloat a hundred years ago. Somewhat similar in character is the little narrative of *The Mutiny on Board H. M. S. Bounty* in 1789 (M. F. Mansfield). Lieut. William Bligh is responsible for the narrative of the outbreak and "the subsequent voyage of a part of the crew in the ship's boat from Tofoa, one of the Friendly Islands, . . . to Timor, a Dutch settlement in the East Indies."

The French Revolution is inexhaustible as a background for the writers of historical fiction. The latest addition to the already formidable list of such books is by William Sage. *Robert Tournay* (Houghton), son of the intendant of the "Baron de Rochefort,"—and therefore a servant,—comes into conflict with the betrothed of his master's daughter, a marquise with the suggestive title of "de Lacheville." Forced to flee, he reaches Paris on July 12, 1789, and from this point to the end the tale is interwoven with the fall of the Bastille, and all of the subsequent saturnalia when France drank deep of the blood of her people. In good romantic fashion, just as the Reign of Terror ends, "Tournay," now a colonel in the Republican army, marries the fair "Edmé de Rochefort."

The Rebel (Harpers), by H. B. Marriott Watson, goes back to the restoration of King Charles, and is as gay and merry a tale as one should be that presumes to deal with the Merry Monarch. The main figure of Mr. Watson's romance is "Anthony, Earl of Cherwell," whose dare-devil recklessness is well illustrated by the fact that he dares to quarrel with James Stuart, Duke of York, and afterward King James II. The author builds his drama with due regard to the convention that requires the duels to be scattered in with a generous hand lest the action and the reader's interest flag.

Miss M. Imlay Taylor continues the historical perignation which has given us from her pen stories of the past in Russia, England, and America, with a tale called *The Cardinal's Musketeer* (McClurg). The "Cardinal," of course, is Richelieu, and, naturally, any story dealing with him and Marie de Medicis has no lack of plots and movement. The reader follows the fortunes of "Péron," the musketeer, from his childhood as a foundling in the old clockmaker's shop to the moment when, as a marquis, he wins the proud "Renée," who had once been so far above him.

The author of *A Man of His Age* (Harpers), Hamilton Drummond, seems to be a newcomer among the romancers. His story is of the court of Catherine de' Medici and Henry of Navarre; and though much after the usual fashion, it is strong enough in places, and the grim and fierce figure of La Hake dominates the scenes where he appears in a masterly way.

Love and adventure hold the stage in E. S. Van Zile's *With Sword and Crucifix* (Harpers). The French count, "de Sancerre," who accompanies La Salle on his last voyage along the Mississippi, and finds captive among the sun-worshippers the beautiful Doña Julia, who had enslaved his heart in France, is the typical courtier of

Versailles, gay, polished, insincere; but his love for the Spanish maiden brings out all the true metal and fine spirit that is rightfully his by birth.

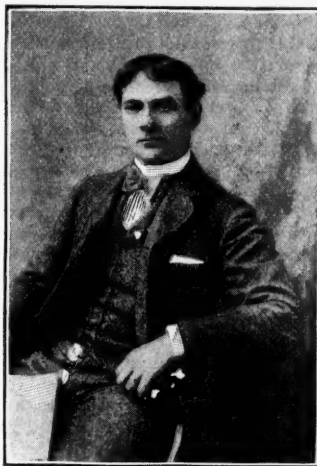
RAILROAD ROMANCES.

The extension of literature into so many fields of actual life and work is particularly noticeable in the case of the books that draw inspiration from the railroad. Cy Warman and Herbert E. Hamblen were pioneers in this direction, bringing to their task the perfect and technical knowledge of the working engineer. John Alexander Hill, editor of the *American Machinist*, is a very similar example, and his *Stories of the Railroad* are very typical both in form and matter. Frank H. Spearman is, we believe, a new member of this company. His *The Nerve of Foley and Other Stories* (Harpers) tells of strikes, wrecks, and strange track happenings, with a full share of the characteristic dash and breathlessness that seem to belong to the subject. Closely allied to this group is Jasper Ewing Brady's *Tales of the Telegraph*, which details the many exciting experiences of a telegrapher from his apprenticeship in a Western "ham factory" (school of telegraphy!) to the time when he acts as military censor at Tampa during the Spanish-American war.

TALES OF COLLEGE LIFE.

The Undergraduate has been making a great many books about himself (and herself) during the last few years. We find on the lists of a single publisher no less than seven volumes of college fiction, most of which has appeared quite recently. Harvard, Yale, Princeton, Cornell, Vassar, Smith, and doubtless others have each had their chronicler. Most of the literature thus evoked has been in the shape of the short story; and while it seems particularly difficult for an author who has the college feeling and sympathy to get far enough away from his subject to gain a proper perspective, there is much clever work in these volumes, and they give one

vivid glimpses of university life. Among several books of this sort just issued *Stanford Stories* (Doubleday, Page & Co.) is notable as presenting the first exploitation in this manner of any Western college. Its authors are Charles K. Field (a nephew of Eugene Field) and W. H. Irwin, and there is much unusual local color, since this Southern California institution has a very distinctive *milieu* of its own. *Boys and Men* (Scribners), by Richard Holbrook, is a novel of life at Yale, covering the four years there of the principal characters and presenting



MR. JEROME K. JEROME.

of his own. *Boys and Men* (Scribners), by Richard Holbrook, is a novel of life at Yale, covering the four years there of the principal characters and presenting

a rather tangled love-story. The ten tales in Josephine Dodge Daskam's *Smith College Stories* (Scribners) naturally present a good many features not discoverable in their masculine counterparts; but it must be confessed that when in the basket-ball game "Alison Greer," rusher and "a perfect tiger," charges down the freshmen's center, and when the frenzied freshmen rub down the players with whisky while chanting triumphantly:

Here's to *Theodora Root*,
She's our dandy substitoot;
Drink her down, drink her down, drink her down,
down, down.

—at this juncture it would be difficult to discriminate between Smith and Yale or Harvard.

Jesse Lynch Williams can always be depended on to write an interesting story; and, as his *Princeton Stories* showed, he is particularly good when dealing with Nassau Hall. The *Adventures of a Freshman* tells of the "breaking in" of a Princeton greenhorn, fresh from a country academy of Illinois (Scribners).

NEW BOOKS BY ENGLISH AUTHORS.

Lying Prophets (Stokes) seems to have been written four or five years ago—before its author, Mr. Eden Phillpotts, had become the "publisher's prize" he has been since the appearance of his *Children of the Mist*. It is the very old story of the artist believing only in reality, who paints the simple Cornish fisher-girl secretly, for fear of the stern and relentless Luke Gospeler who is her father. Joan's lover and betrothed has just sailed on a long cruise. It is hardly necessary to hint at the rest of the story, the only peculiarity of which is in presenting the artist as forceful, yet so weakly contemptible.

In an apparent attempt to evoke the past, Mr. Jerome K. Jerome (whose *Three Men in a Boat* made his reputation as a humorist) calls his new volume *Three Men on Wheels* (Dodd, Mead & Co.). In this the same characters who furnished the amusement by their nautical experiences take a bicycle tour through Germany, and Mr. Jerome's admirers will find much that is characteristic in this chronicle of their *bummel* ("a journey, long or short, without an end; the only thing regulating it being the necessity of getting back within a given time to the starting-point").

Anthony Hope's little story of *Captain Dieppe* (Doubleday, McClure & Co.) is laid in one of his usual imaginary Continental kingdoms. The adventurous captain, through stopping for shelter at the Castle of Fieramondi, becomes presently involved in a most ingeniously complicated situation, requiring all the bravery, courage, and gallantry at his command.

There is a particular appropriateness in the opening story of Dr. Conan Doyle's *The Green Flag and Other Stories* (McClure, Phillips); for, though this particular flag waved before the eyes of the Egyptian dervishes instead of the Boers, it was backed up by the same irresistible Celtic fighting blood which has been calling forth from the South African war correspondents a chorus of adjectived laudation.

The Princess Sophia (Harpers), whose vagaries Mr. E. F. Benson chronicles, is the ruler of "the independent principality of Rhodopé," which lies "on the wooded coast-line of Albania, . . . bounded on the south by the kingdom of Greece." The principal occupation of the "Princess," like that of her subjects, is gambling; and when she has staked and lost "Rho-

dopé" itself in playing with the "Black Domino," who turns out to be her son, she joyfully abdicates and goes to Monte Carlo "for ever and ever."

E. W. Hornung returns to Australia in *The Boss of Taroomba* (Scribners). While the boss in question is a young lady, well accustomed to taking care of herself as well as her station, the attack on the place by a band of thieves shakes her nerve, and, with "the feminine instinct to lay hold on something when trouble comes" (as one of our own humorists puts it), she decides to let Engelhardt, the little piano-tuner, take care of her in future and to give up Taroomba for Europe.

Tales of Space and Time (Doubleday & McClure Company) is a collection of Mr. H. G. Wells' remarkable peerings into the future (when the country is depopulated and the cities are even more appalling monstrosities than are dreamed of at this end of the nineteenth century), varied with several tales of the stone age.

SOME FAMOUS FOREIGN NOVELISTS.

In *Resurrection* (Dodd, Mead & Co.), Count Leo Tolstoi's much-discussed latest novel, the great Russian author returns to the form of fiction which made him famous, but which it was announced he had definitely abandoned. Indeed, he himself, in his deeply interesting *What is Art?* condemned everything he had done as false art, declaring that of all his own works only the simple religious tales written for the instruction of his *moujiks* possessed the universality which he considers the distinguishing characteristic of all true art. This apparent inconsistency is explained, however, by the fact that *Resurrection* was written to aid the sect of Russian Quakers, or "Doukhobors," as they are called, in their efforts to escape to a land of liberty;

and all the proceeds from its sale in Russia, England, the Continent, and America will be devoted to this purpose. It is a powerful story of a man and woman who have sinned and repented, and who, each in a different way, finally reach the highest ideal of life in serving others. The vivid pictures of Russian society, of peasant life, of the ghastly prisons and the squalid existences



MR. FRANK NORRIS.

that lead to the prison, of the crowded and filthy trainload of exiles being transported to Siberia—all these are marked by the terrible realism and large feeling of the master craftsman. It is as relentless, as overpowering by sheer truth of detail, as a Verestschagin battle scene.

The author of *Quo Vadis* has chosen for his *Knights of the Cross* (Little, Brown & Co.) those Middle-Age times when the religious but militant order of the "Krzyzacy" (somewhat analogous to the Knights of

St. John) were engaged in the conquest of pagan Lithuania. To the fact that these fierce Christians carved a path for the Cross with their swords is partly due the later ineradicable hate of the Polish nation for everything Teuton. The romance runs closely along the lines of *With Fire and Sword*, *Pan Michael*, *The Deluge*, and the whole group of the author's historical novels of Poland.

Witty Max O'Rell calls his first novel *Woman and Artist* (Harpers). It is an amusing tale of an English painter who, in order to surround his wife with greater luxury, tries to sell a patent to both the French and the Russian Governments. The result is a series of ludicrous diplomatic complications which in the end send the artist back to his wife well content to resume his love idyl.

Maurus Jókai's *Debts of Honor* (Doubleday & McClure Company) hinges on a so-called "American duel" (as noted under Miss Cholmondeley's *Red Pottage*), which threatens to repeat its tragedy in the second generation. The gypsy girl and the atheistic nobleman, the hypocritical "Sárvölgyi," the band of robbers and their mad attack on "Topándy's" castle—all this is characteristically Magyar, and has a fine reckless dash and adventurous interest. The same writer forsakes his beloved Hungary in *A Christian, But a Roman* (Doubleday & McClure Company), to paint a dramatic picture of Rome under Carinus.

RECENT STORIES OF AMERICAN WRITERS.

Judge Robert Grant, well known as essayist and instructor in the art of living, as well as writer of short stories, makes his début as a novelist with *Unleavened Bread* (Scribners). There does really seem to be a serious lack of leaven in the characters of Mr. Grant's story. "Selma White," "the smartest girl in Westfield," and as ambitious as possible even for a country-bred American, makes two unfortunate marriages before she meets James O. Lyons, widower and rising star in the political firmament. The latter, when word comes that he has been elected to the United States Senate, makes the townsfolk of Benham a spread-eagle speech, pledging himself "to remain a Democrat of the Democrats, and an American of the Americans." "Selma heard the words of his peroration with a sense of ecstasy. She felt that he was speaking for them both, and that he was expressing the yearning intention of her soul to attempt and perform great things. She stood gazing straight before her with her far-away, seraph look, as though she were penetrating the future, even into paradise."

Of other recent fiction Frank Norris writes in *A Man's Woman* (Doubleday & McClure Company) of a conflict between wifely love and the realization of a husband's place in the world, the whole hingeing upon the arctic exploration for which the hero is peculiarly fitted. Paul Laurence Dunbar collects in *The Strength of Gideon* (Dodd, Mead & Co.) twenty of his recent stories, ranging from the pathetic tale of slavery times, where "Ben" manages to buy "free papers" for "Viney," his wife, to stories of political intrigue in a modern Afro-American convention. By the *Marshes of Minas* (Silver, Burdett & Co.) contains a dozen of Charles G. D. Roberts' Acadian stories "in that picturesque period when Nova Scotia was passing from the French to the English régime." The author says in his preface: "The book is named from those wide sea

meadows and that restless water around which chiefly clusters the romance of Acadian story." *The Seekers* (Stone) of whom Stanley Waterloo writes, though they live in Illinois, are apparently like the Athenians, seeking for some new thing, especially in religion. "Zadski" and his "House of Twelve Stones" seems to provide this novelty for a time, but when the "miraculous children" at the "Twelve Stone Settlement" bring down the White Caps and put a noose about "Zadski's" neck, the mysterious structure which he has so laboriously raised drops like a pack of cards. I. K. Friedman's *Poor People* (Houghton) are seekers, too, but seekers after bread, for the story deals with the lives and loves of the Chicago tenement dwellers; and though at the end of the novel one finds that "laughter has claimed its pages as well as sorrow, and the tear-stained cheek has often touched the mirthful jowl;" though "love is a resurrection plant imperishable by nature," which blossoms even in the squalor of the tenements, the grim and bitter struggle for a mere existence which permeates the volume leaves perhaps the strongest impression on the reader's mind. Henry Wilton Thomas's *The Last Lady of Mulberry* (Appleton) is concerned with poor people of a very different stamp: it deals with the Italian quarter of New York, where the vendetta is as sacred a duty as in its Sicilian home. The author seems to know intimately this strange foreign community engrafted on our greatest American city, and he gives one new insight into the lives of the organ-grinders, barbers, bootblacks, "hokey-pokey" men, and its other inhabitants.

Deacon Bradbury (Century), whose historian is Edwin Asa Dix, is as far from any of these as an American could well be. He is a typical New England farmer of indomitable will and stern conscience, who is precipitated by the act of his son into a spiritual conflict as fierce and powerful as might be expected from the granite character of the man. *Madrine Doucet* (Weymouth, Mass.: Weymouth Gazette) is a love story, laid in a Massachusetts seashore town, by Major Walter Leigh; *Kela Bai* (Doubleday & McClure Company), by Charles Johnston, of the Bengal Civil Service (retired), is a glimpse into the hidden village life of India, altogether fascinating in its distinction of style and its quiet convincingness; *The Surface of Things* (Small, Maynard & Co.), by Charles Waldstein, contains three stories originally published over the name of "Gordon Seymour," and here prefaced by an introduction giving the author's ideas regarding fiction in general; *Marcelle of the Quarter* (Stokes), by Clive Holland, of course deals with the *Quartier Latin*, with a love story woven among the pictures of Bohemian artistic life in Paris; *Pepys's Ghost* is by Edwin Emerson, Jr., and details the supposed wanderings of the sprightly memoirist "in Greater Gotham, His Adventures in the Spanish War, together with his Minor Exploits in the Field of Love and Fashion, with his thoughts thereon;" while Charles Battell Loomis comes to the fore once more with a volume of fun entitled *The Four-Masted Catboat* (Century), containing "A Few Idiotisms," sketches "At the Literary (Bargain) Counter," "Unrelated Stories—Related," and "Essays at Essays;" finally, there is a very clever and amusing volume by Robert W. Chambers, called *The Conspirators* (Harpers), in which he relates the adventures of an American attaché in the little Duchy of Luxembourg, with much satirizing of the methods of government in the German principalities.

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- Italian Independence, Struggle for: 1815-1849, Edin, April.
- Italy: Emigration, Italian, C. Carocci, RasN, April.
- Italy: Exports of Italy, N. Colajanni, NA, April 16.
- "Japan in Transition," Japanese View of, A. Kinnosuke, Crit.
- Japan, Journalism in, T. J. Nakagawa, Forum.
- Jarvis, Charles H., T. C. Whitmer, Mus.
- Jew in Modern Europe, J. B. Sanborn, Arena.
- Jews, Dress of, in the Time of Jesus, A. K. Glover, Bib.
- Johnson's (Samuel) Monument, E. E. Morris, Long.
- Johnstown Flood, A Story of the, C. A. Richwood, WWM.
- Justice, Mystery of, M. Maeterlinck, RPar, May 1.
- Kentucky, Social Conditions in, W. Lindsay, IntM.
- Kindergarten, Citizen's Interest in the, S. Baker, CAge.
- Kindergarten, Public School, Ways and Means in the, Kind.
- Kindergarten Union, International, Convention of, KindR.
- Kindergarten and Her Mothers' Meetings—VII., Helen L. Duncklee, KindR.
- Kings of the Highways and High Seas, E. Saltus, Cos.
- Klondike, All-American Route to the, E. Gillette, Cent.
- Klondike: Seattle to Dawson, FRL.
- Labor Questions in England and America, C. B. Going, Eng.
- Labrador, Iron Ores of, A. P. Low, Eng.
- Lasko and the Reformation in Poland, G. Bonet-Maury, AJT, April.
- Lavroff, Pierre, C. Rappoport, RSoc, April.
- Lawmaking, Our Process of, R. P. Reeder, Arena.
- Lee, Robert Edward, Inner Life of, J. W. Jones, Chaut.
- Leicester, Massachusetts, J. W. Chadwick, NEng.
- Leslie, Alexander, and Prince Rupert, Edin, April.
- Lewis, James Hamilton, E. D. Cowen, Ains.
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- Literary Shrine—"Dove Cottage," W. Knight, Cent.
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- Literature, Transatlantic, W. M. Payne, Dial, May 1.
- Literature, Vital Study of, W. N. Guthrie, SR, April.
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- Military News and Criticism, J. Chester, JMSI.
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- Italy, Protestant Missions in, J. Gibson, MisR.
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Abbreviations of Magazine Titles used in the Index

[All the articles in the leading reviews are indexed, but only the more important articles in the other magazines.]

| | | | | | |
|---------|---|---------|--|---------|--|
| Ains. | Ainslee's Magazine, N. Y. | DH. | Deutscher Hausschatz, Regensburg. | NIM. | New Illustrated Magazine, London. |
| ACQR. | American Catholic Quarterly Review, Phila. | Dent. | Deutsche Revue, Stuttgart. | NW. | New World, Boston. |
| AHR. | American Historical Review, N. Y. | Dial. | Dial, Chicago. | NineC. | Nineteenth Century, London. |
| AJS. | American Journal of Sociology, Chicago. | Dub. | Dublin Review, Dublin. | NAR. | North American Review, N. Y. |
| AJT. | American Journal of Theology, Chicago. | Edin. | Edinburgh Review, London. | Nou. | Nouvelle Revue, Paris. |
| ALR. | American Law Review, St. Louis. | Ed. | Education, Boston. | OC. | Open Court, Chicago. |
| AMonM. | American Monthly Magazine, Washington, D. C. | EdR. | Educational Review, N. Y. | O. | Outing, N. Y. |
| AMRR. | American Monthly Review of Reviews, N. Y. | Eng. | Engineering Magazine, N. Y. | Out. | Outlook, N. Y. |
| ANat. | American Naturalist, Boston. | EM. | España Moderna, Madrid. | Over. | Overland Monthly, San Francisco. |
| AngA. | Anglo-American Magazine, N. Y. | Fort. | Fortnightly Review, London. | PMM. | Pall Mall Magazine, London. |
| AngS. | Anglo-Saxon Review, N. Y. | Forum. | Forum, N. Y. | Pear. | Pearson's Magazine, N. Y. |
| Annals. | Annals of the American Academy of Pol. and Soc. Science, Phila. | FRL. | Frank Leslie's Monthly, N. Y. | Phil. | Philosophical Review, N. Y. |
| APB. | Anthony's Photographic Bulletin, N. Y. | Gen. | Gentleman's Magazine, London. | PhoT. | Photographic Times, N. Y. |
| APS. | Appleton's Popular Science Monthly, N. Y. | GBag. | Green Bag, Boston. | PL. | Poet-Lore, Boston. |
| Arch. | Architectural Record, N. Y. | Gunt. | Gunter's Magazine, N. Y. | PSQ. | Political Science Quarterly, Boston. |
| Arena. | Arena, N. Y. | Harp. | Harper's Magazine, N. Y. | PopA. | Popular Astronomy, Northfield, Minn. |
| AA. | Art Amateur, N. Y. | Hart. | Hartford Seminary Record, Hartford, Conn. | PRR. | Presbyterian and Reformed Review, Phila. |
| AE. | Art Education, N. Y. | Home. | Home Magazine, N. Y. | PQ. | Presbyterian Quarterly, Charlotte, N. C. |
| AI. | Art Interchange, N. Y. | Hom. | Homiletic Review, N. Y. | QJEcon. | Quarterly Journal of Economics, Boston. |
| AJ. | Art Journal, London. | HumN. | Humanité Nouvelle, Paris. | QR. | Quarterly Review, London. |
| Art. | Artist, London. | Int. | International, Chicago. | RasN. | Rassegna Nazionale, Florence. |
| Atlant. | Atlantic Monthly, Boston. | IJE. | International Journal of Ethics, Phila. | Record. | Record of Christian Work, East Northfield, Mass. |
| Bad. | Badminton, London. | IntM. | International Monthly, N. Y. | RefS. | Réforme Sociale, Paris. |
| BankL. | Bankers' Magazine, London. | IntS. | International Studio, N. Y. | RRL. | Review of Reviews, London. |
| BankNY. | Bankers' Magazine, N. Y. | IA. | Irrigation Age, Chicago. | RRM. | Review of Reviews, Melbourne. |
| Bib. | Biblical World, Chicago. | JMSI. | Journal of the Military Service Institution, Governor's Island, N. Y. H. | RDM. | Revue des Deux Mondes, Paris. |
| BSac. | Bibliotheca Sacra, Oberlin, O. | JPEcon. | Journal of Political Economy, Chicago. | RDP. | Revue du Droit Public, Paris. |
| BU. | Bibliothèque Universelle, Lausanne. | Kind. | Kindergarten Magazine, Chicago. | RGen. | Revue Générale, Brussels. |
| Black. | Blackwood's Magazine, Edinburgh. | KindR. | Kindergarten Review, Springfield, Mass. | RPar. | Revue de Paris, Paris. |
| BTJ. | Board of Trade Journal, London. | LHJ. | Ladies' Home Journal, Phila. | RPP. | Revue Politique et Parlementaire, Paris. |
| BB. | Book Buyer, N. Y. | LeisH. | Leisure Hour, London. | RRP. | Revue des Revues, Paris. |
| Bkman. | Bookman, N. Y. | Lipp. | Lippincott's Magazine, Phila. | RSoc. | Revue Socialiste, Paris. |
| BP. | Brush and Pencil, Chicago. | LQ. | London Quarterly Review, London. | RPL. | Rivista Politica e Letteraria, Rome. |
| Can. | Canadian Magazine, Toronto. | Long. | Longman's Magazine, London. | Ros. | Rosary, Somerset, Ohio. |
| Cass. | Cassell's Magazine, London. | Luth. | Lutheran Quarterly, Gettysburg, Pa. | San. | Sanitarian, N. Y. |
| CasM. | Cassier's Magazine, N. Y. | McCl. | McClure's Magazine, N. Y. | School. | School Review, Chicago. |
| Cath. | Catholic World, N. Y. | Mac. | Macmillan's Magazine, London. | Scrib. | Scribner's Magazine, N. Y. |
| Cent. | Century Magazine, N. Y. | MA. | Magazine of Art, London. | SelfC. | Self Culture, Akron, Ohio. |
| Cham. | Chambers's Journal, Edinburgh. | MRN. | Methodist Review, Nashville. | SR. | Sewanee Review, Sewanee, Tenn. |
| Char. | Charities Review, N. Y. | MRNY. | Methodist Review, N. Y. | Str. | Strand Magazine, London. |
| Chaut. | Chautauquan, Cleveland, O. | Mind. | Mind, N. Y. | Sun. | Sunday Magazine, London. |
| CAGE. | Coming Age, Boston. | MisH. | Missionary Herald, Boston. | Temp. | Temple Bar, London. |
| Cons. | Conservative Review, Washington. | MisR. | Missionary Review, N. Y. | USM. | United Service Magazine, London. |
| Contem. | Contemporary Review, London. | Mon. | Monist, Chicago. | West. | Westminster Review, London. |
| Corn. | Cornhill, London. | MunA. | Municipal Affairs, N. Y. | Wern. | Werner's Magazine, N. Y. |
| Cqs. | Cosmopolitan, N. Y. | Mun. | Munsey's Magazine, N. Y. | WWM. | Wide World Magazine, London. |
| Crit. | Critic, N. Y. | Mus. | Music, Chicago. | WPM. | Wilson's Photographic Magazine, N. Y. |
| | | NatGM. | National Geographic Magazine, Washington, D. C. | Yale. | Yale Review, New Haven. |
| | | NatM. | National Magazine, Boston. | YM. | Young Man, London. |
| | | NatR. | National Review, London. | YW. | Young Woman, London. |
| | | NC. | New Church Review, Boston. | | |
| | | NEng. | New England Magazine, Boston. | | |

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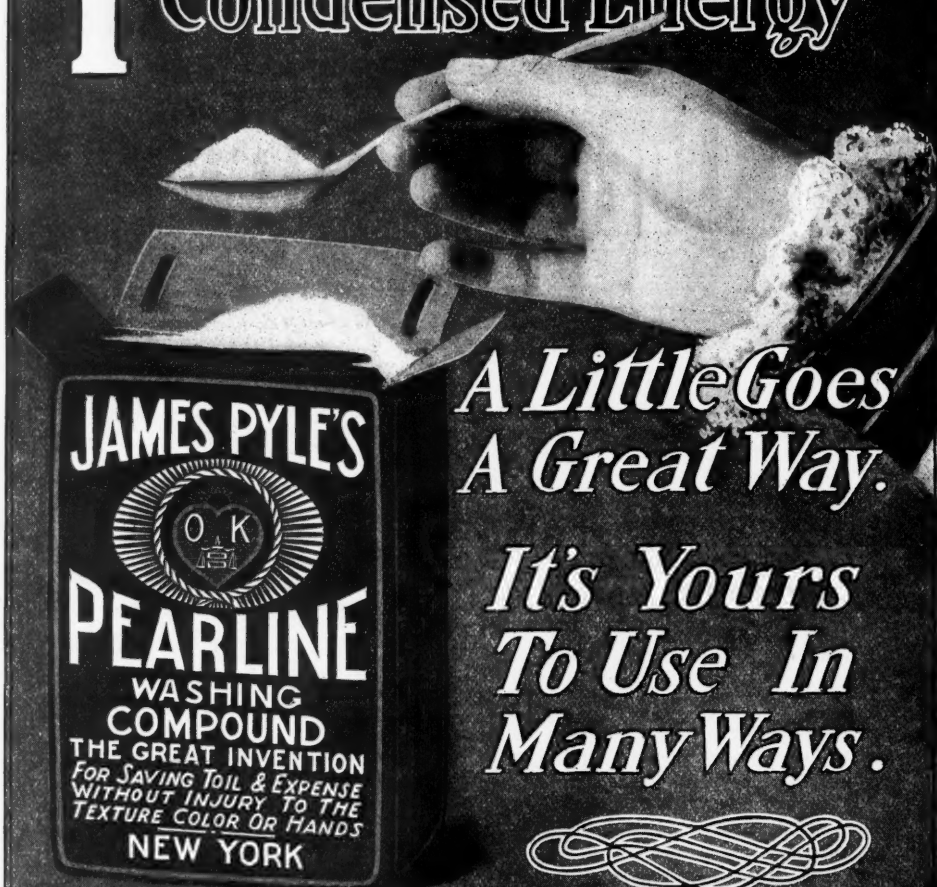
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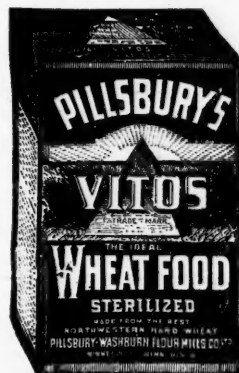


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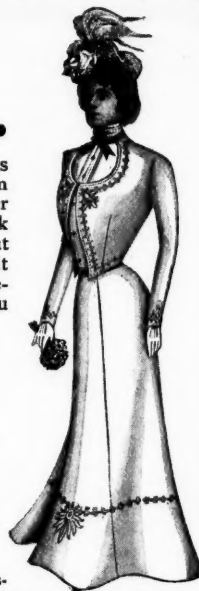
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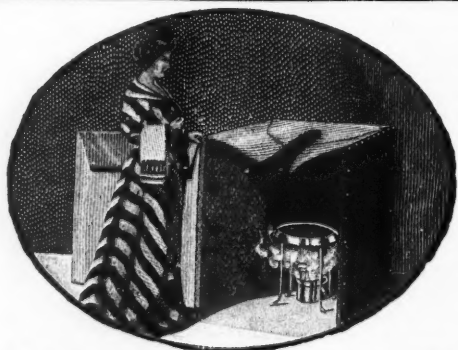
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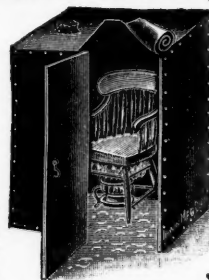
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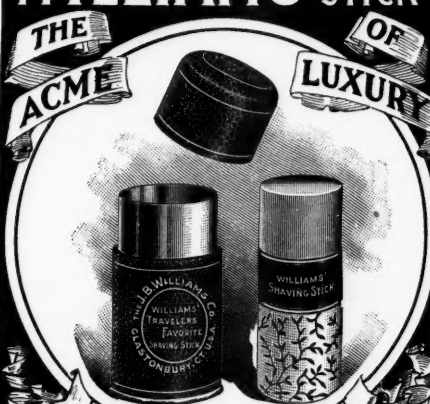
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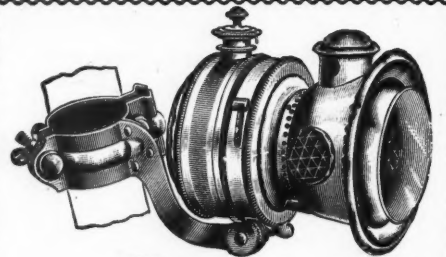
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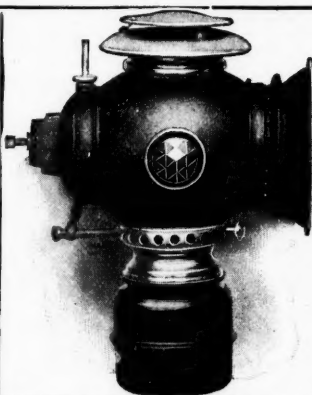
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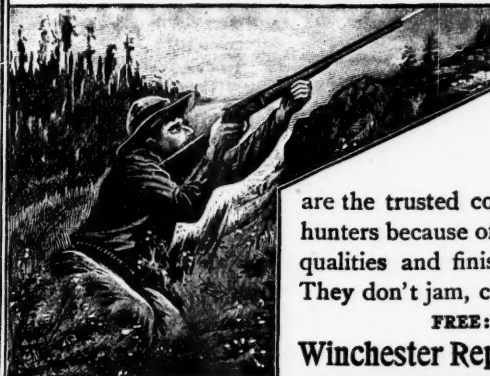
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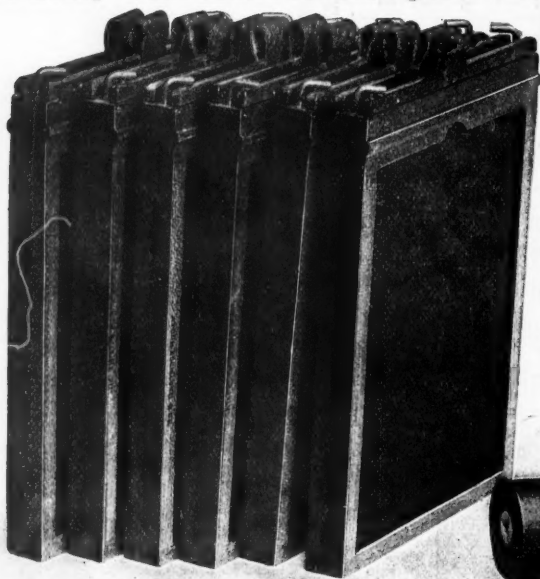
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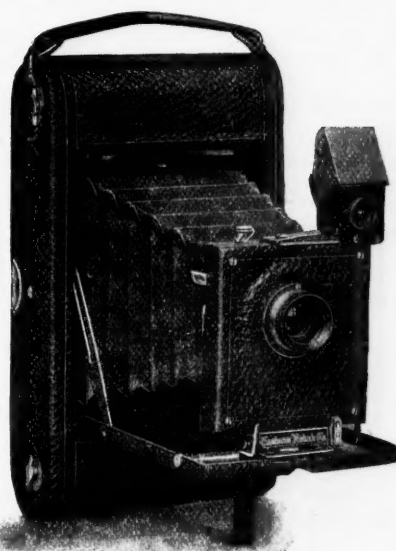
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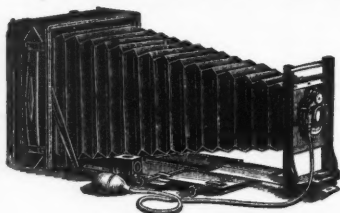
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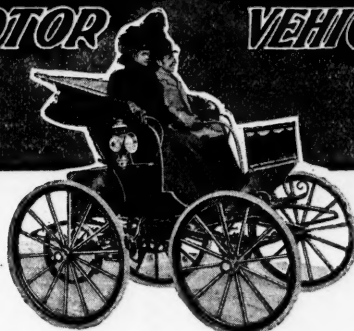
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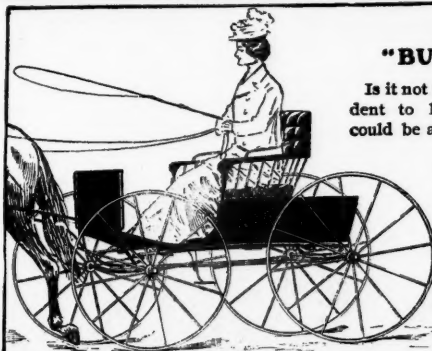
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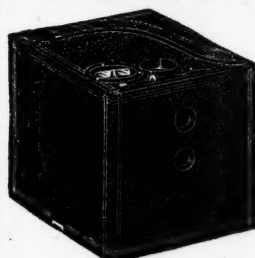
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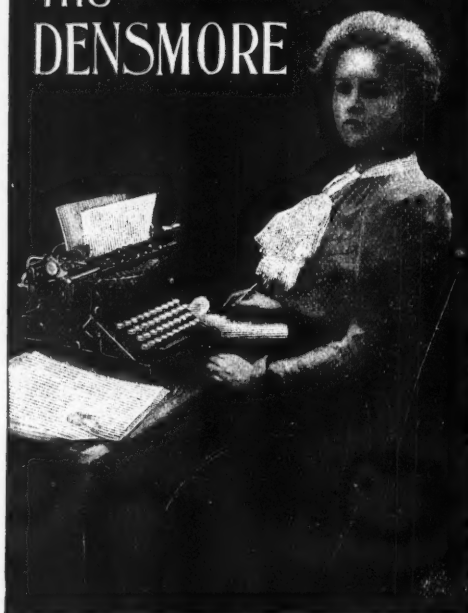
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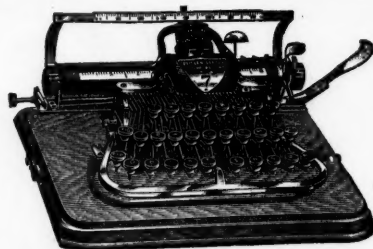


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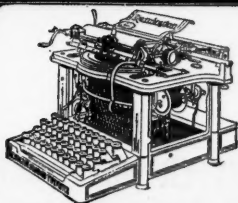
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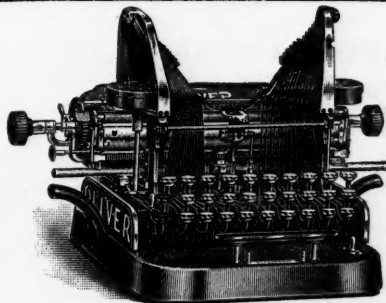


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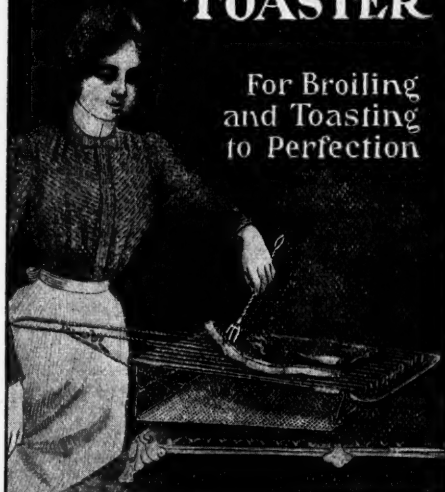
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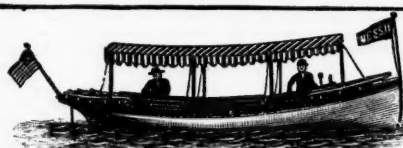
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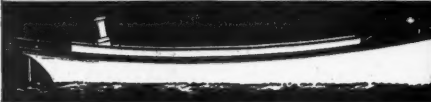
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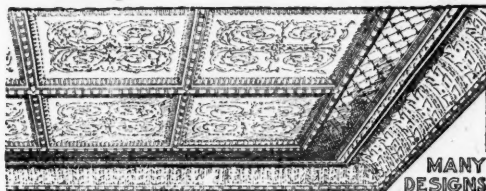
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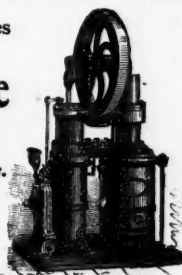
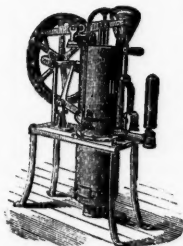
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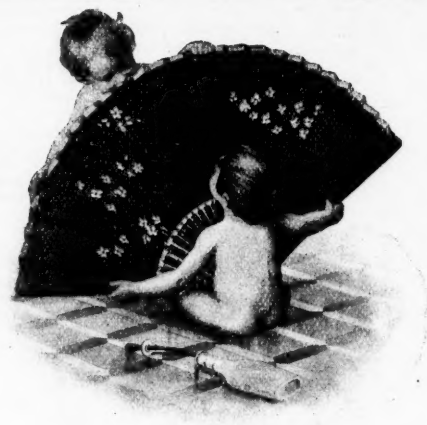
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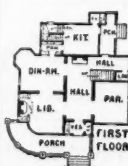
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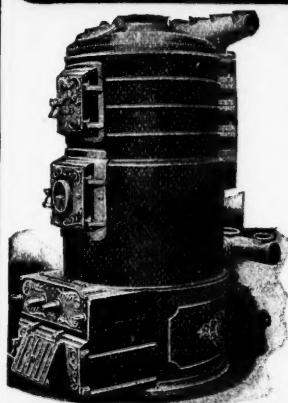
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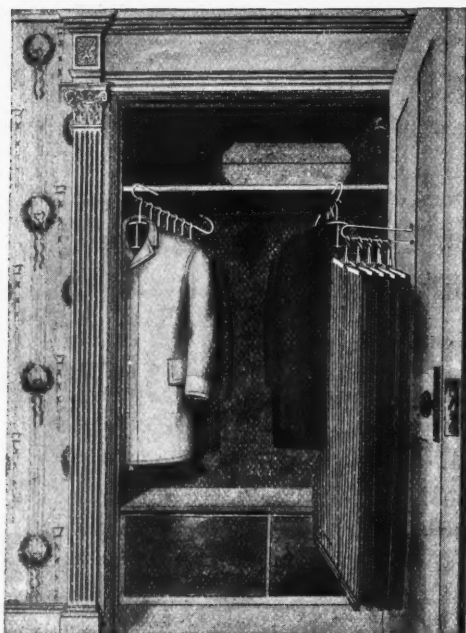
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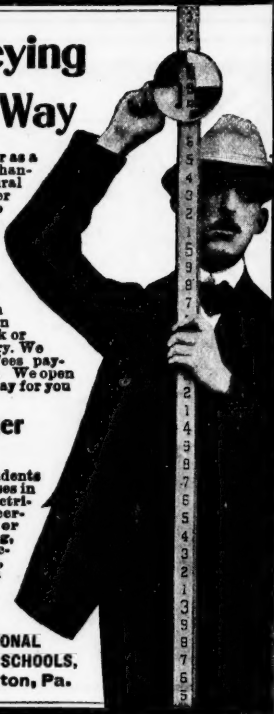
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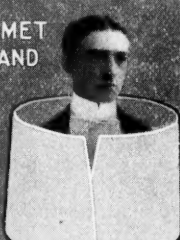
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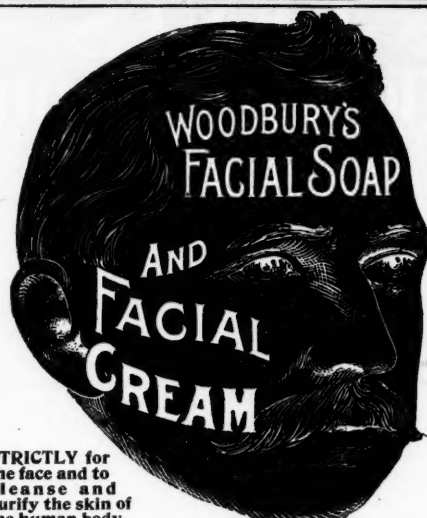
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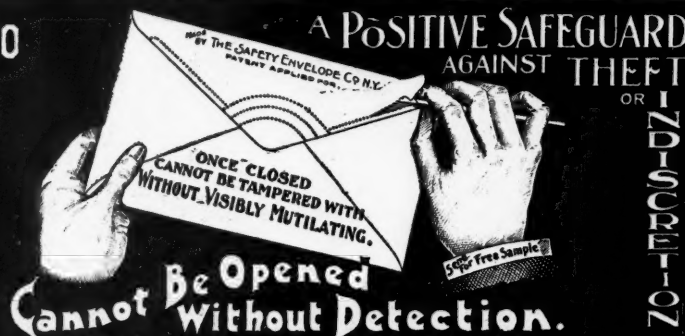
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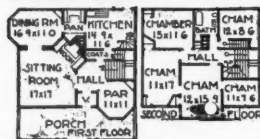
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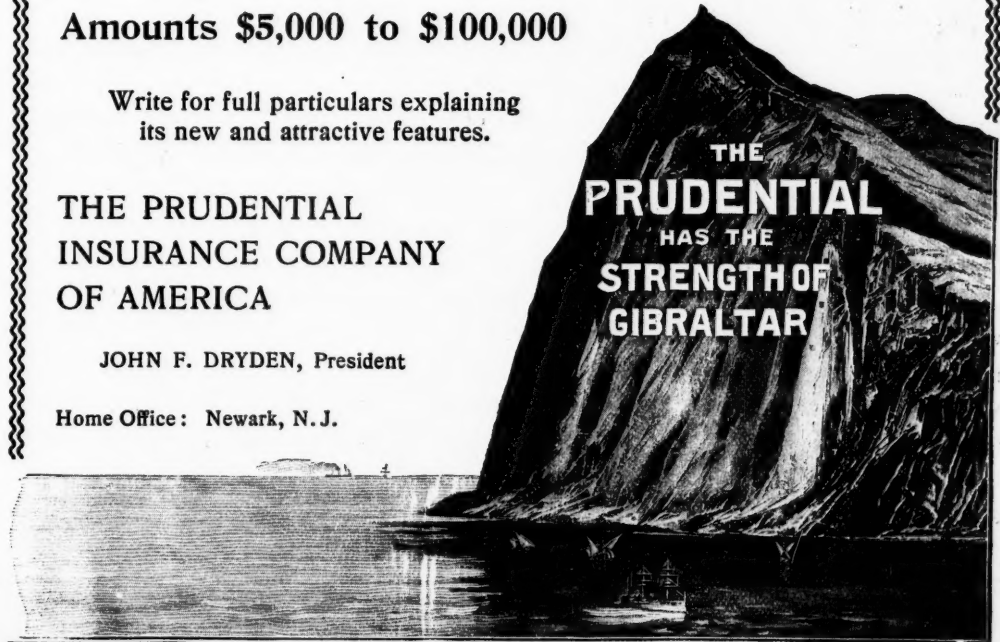
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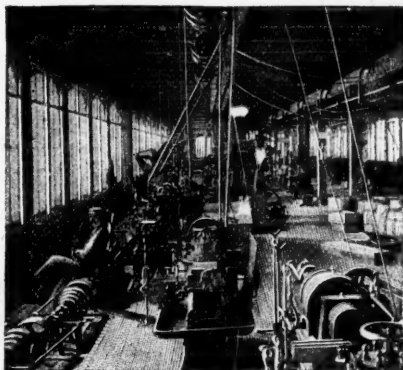


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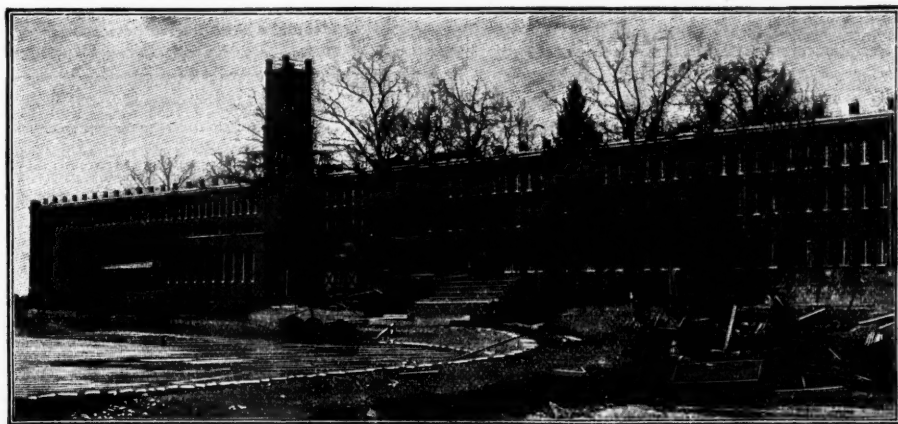


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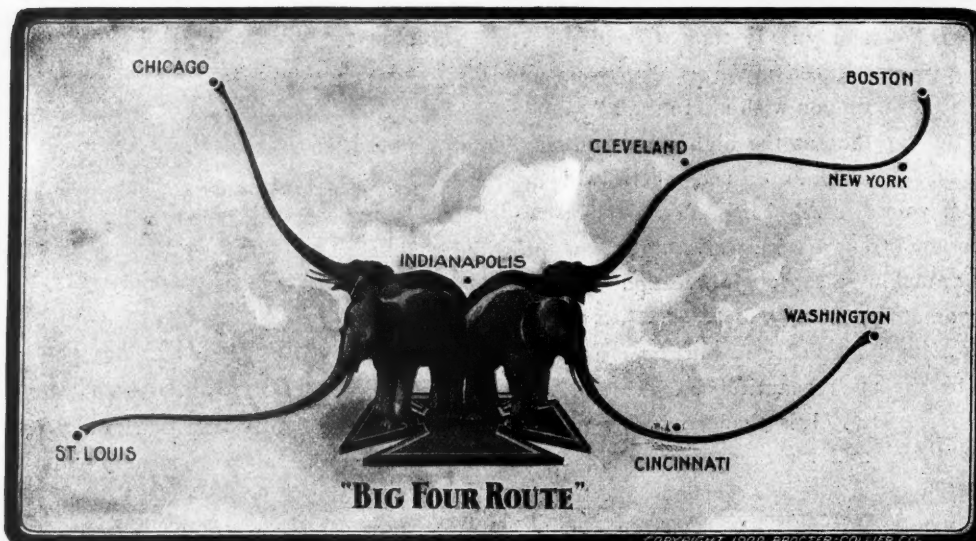
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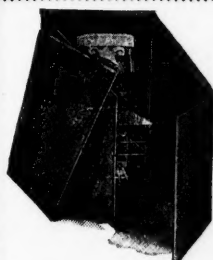
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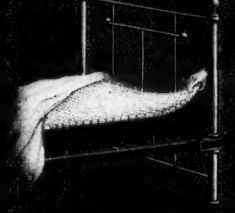
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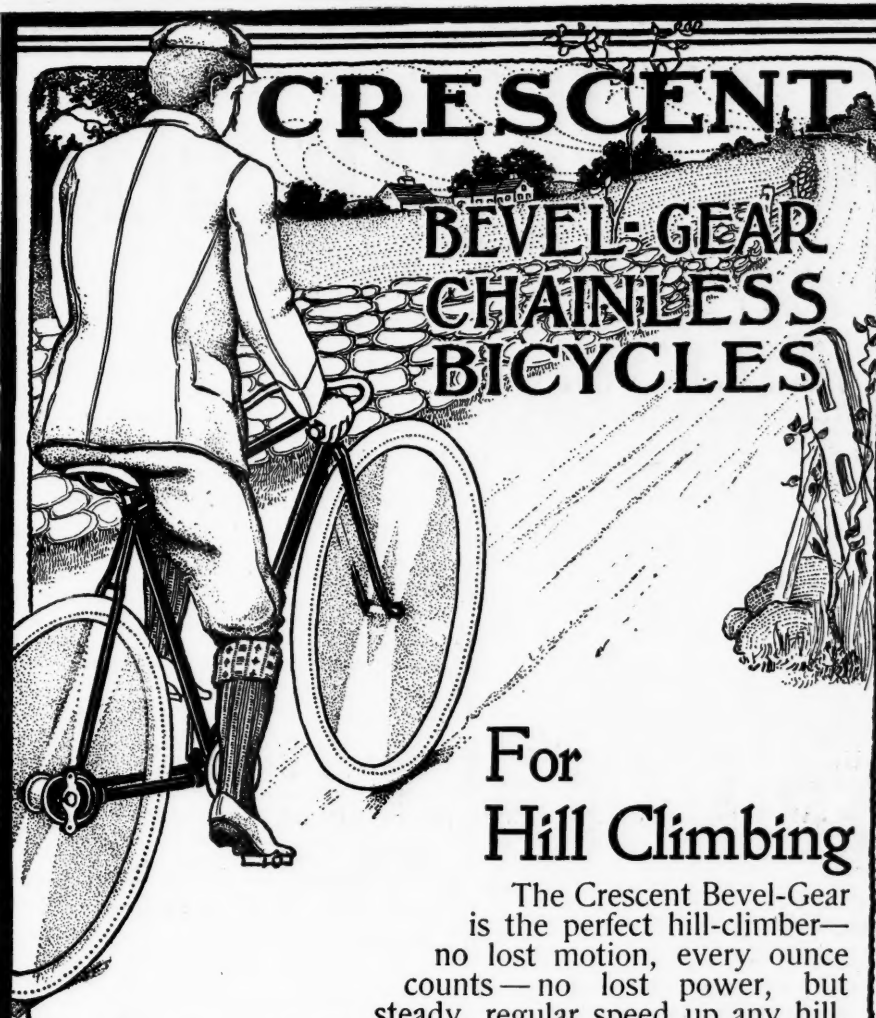
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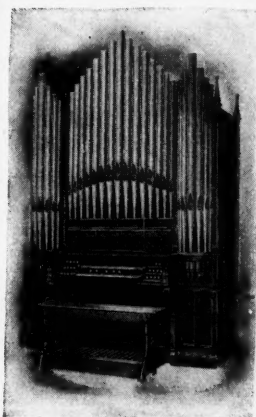
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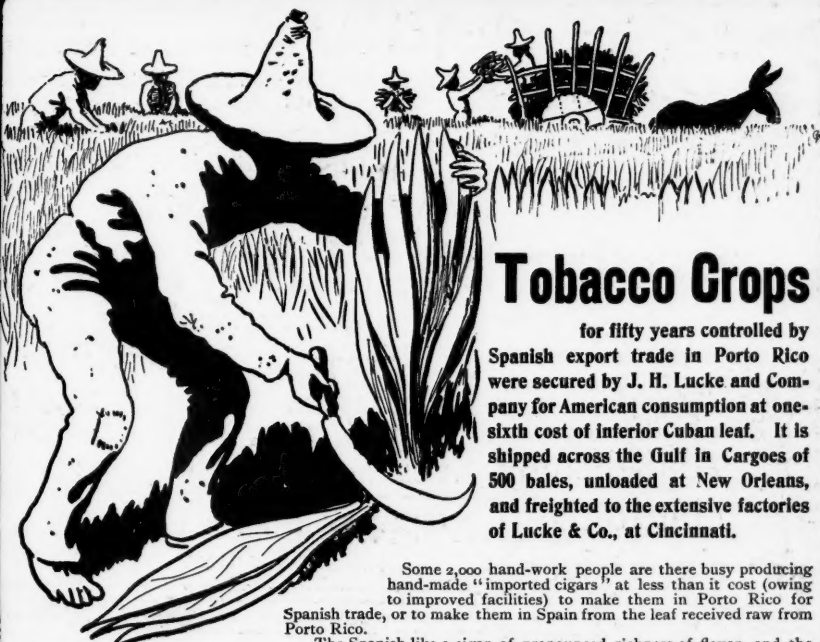
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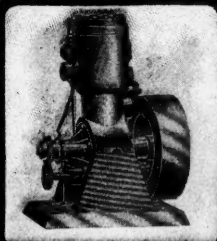


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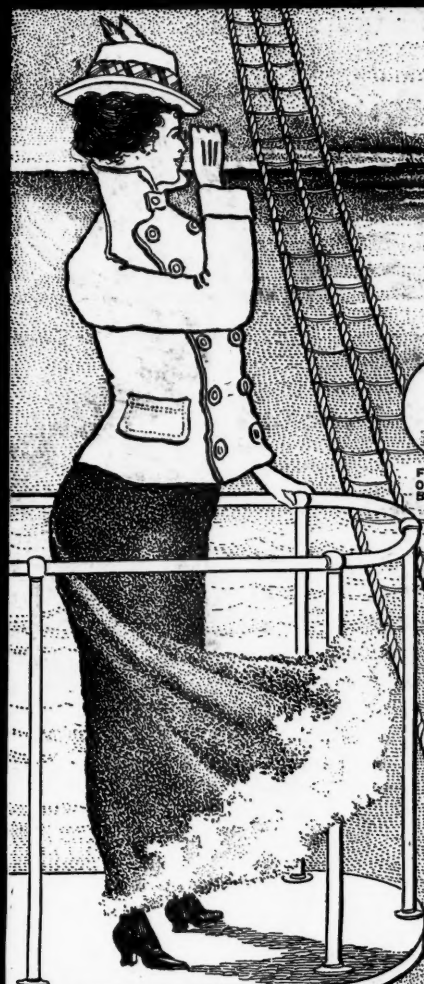
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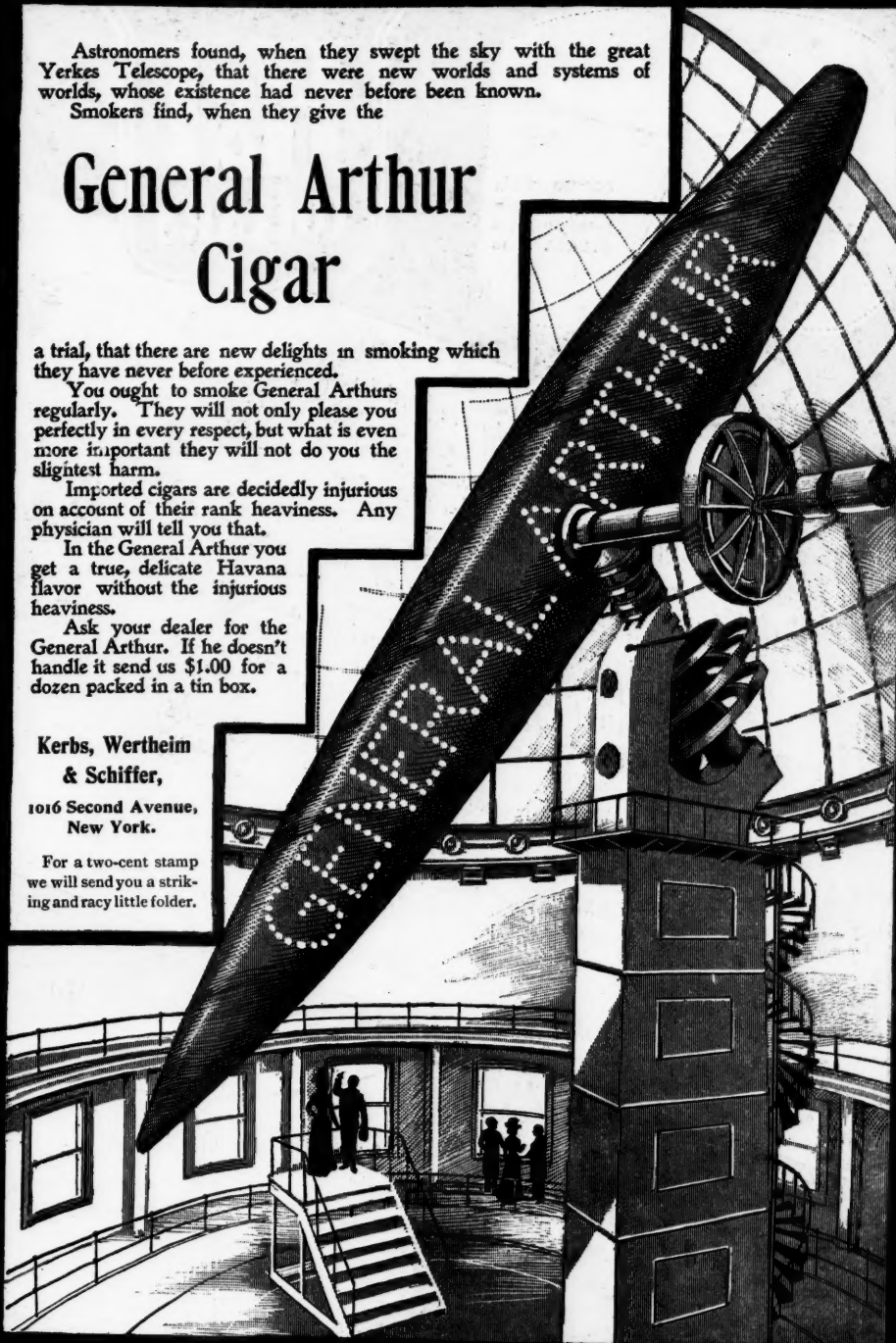
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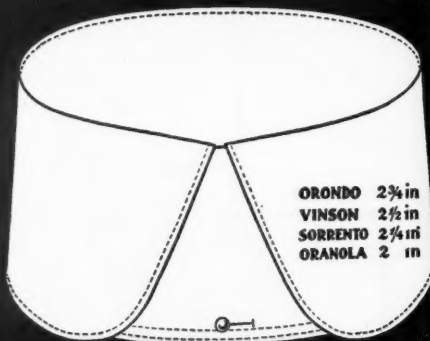
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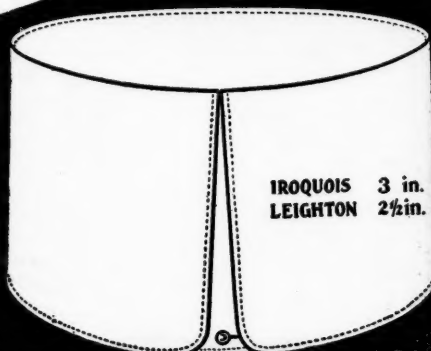


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